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ABOUT COAL AND THE FIRST GEOLOGICAL STATE SURVEYS.

"Johnny Boquet" in his last Sunday's chat in the Tribune says: "It was a Connecticut Yankee, of course, who first put Pennsylvania's anthracite coal in his fire and used it: Obadiah Gore, in 1768, many years before it could be given away. But as long ago as 1830 bricks were burnt by refuse from coal yards on the North River. That refuse 50,000,000 tons in extent, is now subject to the operation of Mr. Wootton's patent, igniting it by an air blast, propelled by a jet of steam.

"It was in 1832, the year of the opening of railroads, that geological societies were established in France and Pennsylvania, but the first States to be surveyed geologically were Tennessee, South Carolina and Massachusetts. Had the New York geologists who bestowed names on the rock systems in 1836 lived to-day, and belonged to some of the political appointment machines, we might have had not only Mount Dix and Mount Colfax, but the Morgan sandstone, the Conkling Old Red, and the Tilden sub-carboniferous.

"Pennsylvania in combination with Western Maryland," wrote Rogers in 1838, 'holds the key to American geology, the entire series of formations, 40,000 feet of depth of strata, coming several times in succession to the surface.' This makes more than seven miles of bread-crust to our pie. The learned and industrious Dane, Martin H. Boye, who originally inspected the country between the Delaware and Schuylkill, long afterward taught ungrateful pupils in the High School at Philadelphia.

"James D. Whelpley was the Bonemian genius of the survey, the first perfect topographical geologist of America. Dr. R. M. S. Jackson, afterward Surgeon-in-Chief of the Army of the Cumberland, where he died,—also of a Bohemian turn,—discovered in 1838 that the brown hematite ore beds belonged to the stratified limestone and had been set free by decomposition. Rogers kicked at this assertion; everybody turned up his scientific nose. But it was found years afterward, that

Jackson was correct; that the magnetic ore was sediment, not lava. In 1839 ores began to be smelted by a Boston man at Pottsville and a Welshman at Allentown, with anthracite coal—a great feat in that day. It killed the Bostonian, Lyman, with anxiety, but Thomas of Wales, survived, and after eighty years of age remained an anthracite iron patriarch. In 1840 the American geologists made a society, Massachusetts, Vermont, New York, Pennsylvania, Delaware and Michigan being represented."

CASTING A HUGE CYLINDER.

The cylinder which was recently cast at the Morgan Iron Works of John Roach and Son, in this city, and which is said to be the largest steamship cylinder in the world is described as follows by the Times:

What is declared to be the largest steam-engine cylinder in the world was cast yesterday afternoon in the Morgan Iron Works of John Roach & Son, at the foot of East Ninth street. It is 18 feet long, 9 feet 2 inches in diameter, and required for its casting 45 tons, or 90,000 pounds, of gun metal. It is intended to accommodate a piston stroke of 14 feet. The metal in the thinnest part is 1½ inches thick, and the flanges at the top and bottom are 2½ in. thick by 5½ in. wide. Under the top flange, the cylinder has a belt 16 inches wide, another 6 inches wide above the bottom flange, and between these two three more belts, each 6 inches in width. The thickness of the metal at the belts is 2½ inches. A nozzle for the upper steam-chest is cast on the cylinder, with an opening 14½ by 63 inches, the metal on the top of this nozzle being 1½ inches in thickness, and on the sides and bottom 1½ inches. The casting of this massive piece of work was done in a mould constructed of brick, and lined with loam, the outside being covered with heavy iron plates to prevent the matrix from bursting when the molten metal was poured in. The mold is constructed of one cylinder of brick and loam within another, the space between them being the required thickness of the casting, the flanges, belts, and other parts of the work being accu-

rately delineated in the matrix. Over half the mold was sunk in the solid earth which forms the flooring of the iron works. It required the metal three hours and twenty minutes to melt, and the 90,000 pounds were then transferred by the labor of 100 men to two huge tank-ladles, each having a capacity of about 15 tons, and two large crane ladles. The tanks were connected with the mold by pipes, and the crane ladles were attached to huge cranes.

At one o'clock, John Roach, who personally supervised the casting, gave the order to begin the pouring. The molten metal was turned into the mold from the two tanks on either side, and at the same time the two crane-ladles were swung over, and from all four a red stream of liquid metal began to flow into the matrix. The air in the room became so heated that it was with great discomfort that the few gentlemen invited to witness the casting were able to remain. Among the guests was Mr. Borden, the agent of the Old Colony Steam-boat Company, and according to his timing it took precisely two and half minutes to complete the pouring and fill the mold. The operation was watched attentively by Mr. Roach and his foreman, and when it was completed, both pronounced the casting to have been successful. It will require about ten days for the metal thoroughly to cool, and for several days it will remain red hot. When perfectly solidified, the upper part of the mold will be demolished, and the cylinder will then be dug from its resting place in the ground. It is intended for the engine of a new iron side wheel steamer.

This week the mile and a quarter of railroad, extending from the 155th Street station of the Sixth Avenue Elevated Railroad to High Bridge was opened for traffic for the first time. It is really the opening of the portion of the new route between New York and Boston via Brewsters, over the New York and New England line. The Tribune gives the following account of the city approaches of the route: "Starting from One Hundred and Fifty-fifth street, the trains proceed on an elevated track for a short distance, and after

crossing a drawbridge over the Harlem River, strike the surface tracks of the New York City and Northern Railroad. The drawbridge is a very tasteful structure, and unlocked, swung and locked by steam. It is said that the bridge can be swung in ten seconds, but half a minute will be allowed for swinging it each way. The large steamboats up the river will have hinged smoke pipes, so that with the quickness of the draw but little delay in the traffic by rail is anticipated. On Sunday trains were run to High Bridge every twenty minutes during the morning, and every six minutes from 1 o'clock to 1.30. The cars and engines used were a part of the Second Avenue Elevated Railway equipment, and were hired by the New York City and Northern Railroad for the occasion, and to run to Brewster's, a distance of 51 miles. Passengers going north do not need to leave the platform at One Hundred and Fifty-fifth street, but those going south are compelled to descend the stairs on one side and ascend them on the other to reach the trains on the elevated road. A bridge is soon to be built to remedy this inconvenience."

Mexican Railway.

A dispatch dated Mexico, April 29, says it is understood there that the Mexican Government has sold to an American Company its interest in the railway from Vera Cruz to the capital.

The affairs of this road are administered by the Mexican Railway Company incorporated in England under the Limited Liabilities Act in 1862. It was commenced under concessions to Don Manuel Escandon and his associates in 1857 and 1861, and by the eighth clause of the articles of association 4 per cent of the net profits of the company are secured in perpetuity to Mr. Escandon and his assigns in each year after the payment of a dividend of 8 per cent to the shareholders. Mr. Escandon is no longer living, but his heirs are represented on the direction of the company by William Barron, Esq. The authorized capital of the company on the 31st December, 1877, was as follows:

Shares	£6 266 080
Bonds and loans	4,184,069
Total	£10,450,129

Of this amount had been received and expended £6,080,594, or in round numbers \$10,000,000. The length of road operated is—

	Miles
Main line	293
Jalapa line	70 1/4

Total

The gross receipts and expenses were as follows:

	Receipts.	Expenses.	Balance.
Main line	£805,480	£151,591	£153,880
Jalapa line	7,851	7,331	52

The Government interest in this railway appears in all the statements of the company in the following form:

£800,000 "Inalienable shares," being 40,000 of £20 (or \$100 each), representing the Government "subscriptions, and untransferable in perpetuity." How the transfer of these "untransferable" shares can have been effected, remains to be seen. It will be observed, however, that the lines of the company are working at a profit,

though the lines were constructed at an expense of more than \$100,000 a mile.

Philadelphia and Reading Companies.

The following is the monthly comparative statement of gross receipts, tonnage and passengers of the Philadelphia and Reading Railroad Company for the month of March, 1881 and 1880:

	Month.	Years to date.
Gross receipts:		
Railroad traffic	\$1,526,268 30	\$5,362,417 50
Canal traffic	15,380 09	21,520 01
Steam colliers	51,485 62	204,051 02
Richmond coal barges	7,484 40	22,170 85
Total Railroad Co.	\$1,600,568 41	\$5,610,159 38
Reading Coal & Iron Co	924,539 49	3,445,425 53
Total of all	\$2,525,107 90	\$9,055,584 81
Tonnage and passengers:		
Tons of coal on railroad	604,799.12	2,183,549.13
Tons of merchandise	533,921.15	1,823,412.05
Passengers carried	759,748	2,904,833
Coal transp. by steam colliers	48,194.00	157,371.00
Tons of coal mined:		
By Coal and Iron Co.	283,874.05	950,493.06
By tenants	107,604.16	419,529.16
Total mined from lands owned and controlled by Co. and from leasehold estates	391,479.00	1,370,023.02

1880.

	Month.	Years to date.
Gross receipts:		
Railroad traffic	\$1,436,945 71	\$5,174,613 31
Canal traffic	6,893 67	25,503 23
Steam colliers	37,978 68	227,950 94
Richmond coal barges	7,571 64	29,640 27
Total Railroad Co.	\$1,489,389 70	\$5,467,707 75
Reading Coal & Iron Co	927,670 09	2,854,476 45
Total of all	\$2,417,059 79	\$8,322,184 20
Tonnage and passengers:		
Tons of coal on railroad	537,809 02	2,044,326.11
Tons of merchandise	544,393.00	1,920,705.05
Passengers carried	715,208	2,822,735
Coal transp. by steam colliers	40,196 00	167,595.00
Tons of coal mined:		
By Coal and Iron Co.	254,792 13	976,715.15
By tenants	91,955.19	329,850.10
Total mined from lands owned and controlled by Co. and from leasehold estates	346,747.17	1,306,096.05

Shenandoah Valley Railroad.

Contracts have been let by the Shenandoah Valley Railroad Company for the construction of 65 miles of the 95 mile extension southward from Waynesboro to the Norfolk and Western Railroad. The contractors will begin at the ends and work toward the middle. The parts covered by the new contracts are from Waynesboro' 40 miles south, and from the Norfolk and Western, at or near Roanoke Station, 25 miles north. Mills & Rowland, McMahon & Green, Griffith & Purcell, Fairfax & Diffendal, Reynolds & Angel, Newcomb & Goodloe, Best & Munchler, Walton & Smith, Patrick Cogan and John Rawlings are among the contractors receiving awards. The

work is to be finished in October. It is quite possible that it will be all the construction necessary for the main line of the Shenandoah Valley road. Forty miles from Waynesboro' the road can strike the Richmond and Alleghany's Lexington branch, and by a trackage arrangement with the company use its rails to its junction with the main line at Balcony Falls, and from there follow the main line of the Richmond and Alleghany up James river as far as it is in the same line, which will bring it near to Buchanan. The contracts for building north from the Norfolk and Western cover all the ground necessary to meet the Richmond and Alleghany at Buchanan.

Norfolk and Western Railroad.

In the United States Circuit Court, Norfolk, Va., on the 8d inst., Judges Bond and Hughes presiding, M. F. Pleasants, Master, submitted his report to the effect that he had received the purchase money of the Atlantic, Mississippi and Ohio Railroad from Clarence H. Clark and others amounting to \$8,505,000, certificates of deposits for which he turned over to the Court as follows: Union Trust Company of New York, \$5,000,000; Fidelity Trust Company of Philadelphia, \$3,200,000; Exchange National Bank of Norfolk, \$305,000. He reported also, that he had delivered a deed to the said Clarence H. Clark and others, conveying to them all the property of the Atlantic, Mississippi and Ohio Railroad. The Court confirmed the report of the master.

The purchasers held a stockholders' meeting on the same day, and reorganized the company under the name of the Norfolk and Western Railroad Company, with the following Board of Directors: George F. Tyler, Clarence H. Clark, F. J. Kimball, Edward A. Rollins, George C. Clark, Robert Minturn, Philadelphia; C. C. Baldwin, H. Victor Newcomb, W. B. Isham, C. D. Wrod, New York; U. L. Boyce, Boyceville, Va.; John B. Whitehead, Norfolk, Va.; J. Arthur Johnson, Petersburg, Va., and Charles W. Strahan, Lynchburg, Va. The officers are: George F. Tyler, president; F. J. Kimball, first vice president; Henry Fink, second vice president, and general manager; G. R. W. Armes, secretary; W. G. MacDowell, Treasurer, and E. E. Portlock, auditor.

Wm. Friedlander brought an action in the Court of Common Pleas against the New York Central and Hudson River Railroad Company for \$20,000 for injuries claimed to have been received by falling from the platform of the railroad station at Morrisania. It was shown on the part of the defence that Friedlander was walking on the platform two hours after the last train had left New York. The Judge dismissed the complaint, holding that the company owed Friedlander no special duty in the premises, and that it was not negligent to have no lights burning on the platform after the last train had passed.

The surveys for the new route of the Baltimore and Ohio Railroad between Baltimore and Philadelphia are expected to be completed by June 1. Three parties are at work—one surveying from Havre de Grace south, one from Port Deposit north, and the other from Wilmington north.

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New York, Saturday, May 7, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

OVER sixty thousand immigrants arrived at this port in April, and the arrivals so far this year amount to about 105,000, an excess of 25,000 over the same period last year.

THE daily average of transactions in the New York Petroleum Exchange is 700,000 barrels; on April 9th of last year the day's transactions reached the enormous amount of 4,000,000 barrels. It is estimated that the world's consumption is not less than 45,000 barrels of crude oil per day.

For the convenience of foreign holders of United States six per cent bonds desiring them continued at three and one-half per cent. Secretary Windom has established an agency in London, at the banking-house of Morton, Ross & Co., Bartholomew Lane. The time during which the bonds may be received at that agency is extended to May 20 and the forms of request for continuance must be executed in duplicate.

It is estimated that under favorable circumstances more than one thousand miles of railroad will be built in Iowa this year, and the scarcity of help which was complained of in

that State last year, is said by the local press to exist this season. It is only just, however, to the thousands of emigrants who are landing here weekly as well as to Eastern laborers seeking the West, that reports concerning a scarcity of labor or a probability of it in one quarter or another should be made with the utmost caution. In the past much suffering has been occasioned by unwarranted reports that labor was in great demand in certain localities. There promises to be offered a generous amount of employment to honest industry in many parts of the West this summer by both the railroads and the farms, and a wise direction of labor to the localities needing it is of the greatest importance.

THE tide of immigration that is pouring into Texas is unparalleled in the history of immigration in the States of the Southwest; it being estimated by railroad officials that an average of 1,000 immigrants daily are passing through the cities of Texarkana and Dennison intending to locate in that State. Information is sought from many sources concerning the inducements offered by Texas for investment and settlement. To such an extent has this information been sought of late that one of the leading publishing houses of this city, A. S. Barnes & Co., have been warranted in issuing four important books on Texas, one of which, "The Texas Scrap Book," gives many facts and statistics of general interest concerning Texas and its people, while another the "Two Thousand Miles on Horseback in Texas," contains a description of the natural resources and attractions of the country. Two other books, "A brief History of Texas" and the "Flora of Texas" while being primarily text books are of special value to settlers and land owners. These books are indications of the importance which Texas immigration is assuming not only from a business standpoint, but from a literary and educational as well, and their publication now is peculiarly significant and timely.

AN important work was commenced over in Ravenswood, L. I., opposite the upper part of New York, this week with very little ado, though if carried out its completion is destined to have a strong influence upon the locating on Long Island of New Yorkers seeking homes over there; it was the commencement of work upon the bridge to be built across the East River from the vicinity of Seventy-sixth street to Ravenswood. The building of this bridge has been considered for a long time but only until recently has there seemed a strong probability of the idea being carried out in the near future. On Monday workmen began sinking a coffer dam at Ravenswood preparatory to building the piers. The bridge is to be 2,052 feet long and will have one pier on the New York side, two on Blackwell's Island and one on the Ravenswood side. The longest span will be that between Seventy-sixth street and

Blackwell's Island, 734 feet; the span over the island will be 700 feet long, and the span from the Island to the Long Island shore 618 feet. The piers are each to be 180 feet high. The contracts require that the bridge shall be completed within three years, and the cost is placed at \$5,000,000. It is said that one-half of the stock has been subscribed for in this country, the remainder to be offered in London.

The Pardee Car Works.

Extensive additions have recently been made to the buildings and machinery of the Pardee Car Works, Watertown, Pa., and a still further enlargement of capacity is now underway. The works of this rapidly growing enterprise are said now to cover about ten acres of land in which are situated a foundry, machine shop and several other shops for both iron and wood working; for the company in addition to turning out almost every description of railroad car (other than passenger coaches) from a mail car to a hand car also manufactures Kelley's patent turn-tables, centers for wooden turn-tables and a great variety of railroad forgings and rolling-mill castings. The firm name of the proprietors of these extensive works is Pardee, Snyder & Co. Limited. Arlo Pardee, Sr., is chairman of the association; Oliver Leiser, Secretary; Henry F. Snyder, Treasurer and General Manager; T. W. Frederick, Superintendent of the car department, and Harry D. Heiser, Superintendent of the machinery department.

The company gives employment to nearly two hundred men. The works can turn out six or eight box cars daily in addition to the large amount of other work done. An important department of the works is that in which an extensive business is done in general machinery, outside of the specialty of rolling stock for railroads. The Williamsport Gazette and Bulletin in a recent article describing the works says:

They are shipping machinery of various kinds to all parts of the United States. On Friday last they shipped two turn-tables to the Kentucky Central railroad company; and they are about shipping to Minneapolis a patent gang lathe machine; to Spartanburg, South Carolina, a patent shingle machine; and one also to Montpelier, Vermont. They have just made a shipment of saw mill machinery to Orange, Texas. In brief, in relation to the future prospects of this fine industrial establishment, it is a very easy matter for those acquainted with the abilities of Messrs. Pardee, Snyder & Co., to predict that in a few years, their works, large as they are, will be increased to at least three times greater than is their present capacity.

Railroad Companies' Expresses.

Judge Baxter, of the U. S. Circuit Court, Cincinnati, in rendering his decision on the 28th ult, in a case in which the plaintiff sought to recover from the Ohio and Mississippi Railroad the value of a package intrusted to its express department and lost in transit, questioned the right of a railroad company to engage in express business. He said substantially that the express business embraced manifold functions, with the collection and delivery of freight, the collection of notes and drafts, and the transmission of the proceeds, the conveyance of money and bullion, &c., which

are beyond the charter privileges of a railroad. The Ohio and Mississippi Railroad Company was conducting an express business without legal authority and without the consent of the court, and could properly be restrained, he believed, from further continuance therein. He intimated that if a case were properly brought before him he would restrain the Ohio and Mississippi Railroad from doing an express business, and upon being told by counsel for the receiver of the road that the express business had been authorized by an order of the Court issued long ago, said he would grant counsel a week, or until the return of Mr. King, the receiver, to find such order. If it was found he would revoke it. The road was in the hands of the Court. Its charter does not authorize it to do an express business, and the receiver, who was a mere agent of the Court, could not exceed the power granted in charters.

Organization.

Matthew Bolles and L. S. Judd have been elected directors of the Boston, Revere Beach and Lynn Railroad Company via C. W. Slack and T. B. Dix.

The Secretary of State of Illinois has licensed L. Ferre, J. L. White, T. F. Harwood, Asa H. Moore, W. W. Tuttle and William S. Brownell, to organize the Blue Monday Mining Company of Chicago, with a capital of \$2,000,000.

The officers of the Pemberton and Hightstown Railroad Company, elected on the 28th ult., are: President, Col. Nathaniel S. Rue; Vice President, Col. James W. Allen; Secretary, James L. Rue; Treasurer, Colleen B. Meirs.

Articles of incorporation have been filed in the office of the County Clerk of the "Eureka Mining Company of Montana;" capital stock, \$400,000, divided into 200,000 shares; trustees, James G. Godfrey, Seth D. Godfrey, Edward A. Wood, Maddens Firth, Jr., and John Henry Hull.

At the annual meeting of the Little Rock and Fort Smith Railroad Company, at Little Rock, Ark., on the 28th ult., all the old board of directors was re-elected except T. H. Perkins, of Boston, who is succeeded by F. Gordon Dexter. J. H. Converse was re-elected President, and Jesse Turner Vice-President.

The Little Rock, Mississippi River and Texas Railway Company, at its annual meeting on the 28th ult., elected Elisha Atkins, of Boston, President, and G. S. Daniels Treasurer. Messrs. Rodfield, Winchester, Atkins, Dexter, Penzel, Griffith, Wilkins, Tiller and Pendall were elected directors. J. A. Woodson was reappointed Superintendent.

The officers of the Allegheny Valley Railroad Company elected on the 27th ult., are: President, John Scott; Secretary and Treasurer, T. F. Robinson; Auditor, T. F. Brown, General Superintendent, David McCargo; Superintendent of River Division, Thomas M. King; Superintendent of Low Grade Division, C. A. Jackson; General Freight Agent, E. H. Utley.

The Austin and Northwestern Railroad Company filed its charter in the office of the Secretary of State of Texas on the 29th ult. The road is to run from Austin through the counties of Travis, Williamson, Burnet, Lampasas, San Saba, McCulloch, Coleman, Runnels and Taylor, with a branch to Rio Grande. The organization of this company was given in our last issue.

At a meeting of the directors of the Pittsburg and Connellsville Railroad Co., held in Pittsburg on the

25th ult., J. B. Washington was elected Treasurer and George A. Borry, Director in place of C. Donnelly, resigned. J. B. Washington was elected President of the Mount Pleasant and Broad Ford Railroad, in Mr. Donnelly's place. John King Jr., and Robert Garrett were present at the meeting.

At the recent annual meeting of the Sibley Manufacturing Company, held in Augusta, Ga., the capital stock was increased from \$600,000 to \$1,000,000. The following directors were elected: W. C. Sibley, J. Sibley, H. H. Steiner and C. Estes, of Augusta; M. F. Foster, of Langley, S. C.; Samuel Keyser, of New York, and W. Smith, of Cincinnati. W. C. Sibley was elected President of the company.

The Illiana Coal Company has been organized with a capital of \$50,000, all subscribed for by parties interested in the Indianapolis, Decatur and Springfield Railway Company, to work the extensive coal lands contiguous to that line. W. R. Sands is the President, A. Duprat, Treasurer, and Charles E. Billin, General Manager. The company owns and controls bituminous coal lands, and the work of shafting is now being pushed.

Articles incorporating the New York and Western Telegraph Company, with a capital of \$1,500,000, was filed with the Secretary of State at Albany on the 29th ult. by David B. Maxwell, Edmund F. Oldham and John H. Miller. The line will run from New York to New Jersey, Pennsylvania, Ohio, Indiana, Michigan and Illinois, with a branch from Buffalo. Articles incorporating the Gramme Electrical Company with a capital of \$1,500,000 have also been filed.

T. S. Sprague, of Detroit; A. Downen, of Plainfield; J. W. Spray, of Jefferson, Ill.; R. S. Mallory and Wm. B. Thompson, of Chicago, have been licensed by the Secretary of State of Illinois to organize a Trans-Continental Railroad of Illinois, with a capital of \$1,680,000. The object is to build a railroad from a point on the Wabash River in Crawford County, Ill., through Crawford, Jasper, Effingham, Fayette, Bond, Madison and St. Clair counties, to or near the City of East St. Louis.

Articles of incorporation were filed in the office of the County Clerk on the 29th ult., for the following named companies: The Louisiana Mining Company; capital stock, \$1,000,000, divided into 200,000 shares; trustees, Julius Levy and eight others. The North American Silver Mining Company; capital stock, \$500,000, divided into 500,000 shares of \$1 each; trustees, Abel D. Breed and ten others. The Cincinnati Silver Mining Company; capital stock, \$500,000, divided into 500,000 shares of \$1 each; trustees, Abel D. Breed and ten others.

At a meeting of the stockholders of the Ohio Southern Railroad Company, held at Springfield, Ohio, on the 2d inst., the following Board of Directors were elected: B. S. Henning, Austin Corbin, J. R. Maxwell, Henry Graves, Dumont Clark, Alfred Sully, of New York; D. S. Kelly, Amos Whitley, George H. Frey, J. H. Downey, Ford Woods, of Springfield, Ohio, H. L. Chapman, of Jackson, Ohio. At a subsequent meeting Major Henning was elected president. This will be the connecting link in the Indiana, Bloomington and Western system with the Chesapeake and Ohio Railway.

The Texas Western Railway Company have filed articles of incorporation with the Secretary of State of Texas. The incorporators are: A. M. Gentry, W. D. Cleveland, B. A. Botts, W. R. Baker, F. A. Rice, E. Pillot, H. S. Fox, T. H. Scanlon, J. G. Tracy, F. W. House and S. K. McIlhenny, of Houston. The road is to commence at Houston and run westerly to a point on the Rio Grande at or near Presidio del

Norte and from a point on the main line in Blanco County in a northwesterly direction to the north line of Sherman County; from the main line in Fayette County to the town of Badrox; from a point on the main line in Caldwell County to San Antonio and from Houston in an eastern direction to Sabine Pass. The capital stock is \$30,000,000, in \$100 shares.

At the annual meeting of the stockholders of the Texas and St. Louis Railway Co., held at Tyler, Texas, on the 27th ult., the following board of directors was elected: J. W. Paramore, Wm. Senter, J. L. Sloss of St. Louis; Logan H. Roots, Little Rock; L. C. Demoss, C. M. Seeley, T. J. Lowe, T. R. Bonner and Wm. A. Gavitt of Tyler. The board re-elected John W. Paramore, President; W. M. Senter, Vice-President; G. W. Brown, General Superintendent; Charles T. Brown, Secretary; H. G. Askew, Auditor; C. F. Stephens, Chief Engineer; William A. Garrett, General Freight and Passenger Agent, and R. B. Hubbard, General Attorney. The board authorized the extension from Waco to the Rio Grande and Texas to Cairo.

The directors of the Chicago, Texas and Mexican Railroad Company are: Daniel H. Hale, Amos T. Hall, Ferdinand W. Peck, John T. McAuley, Chicago; Jules Schneider, S. J. Adams, Col. L. H. Fitzhugh, Dallas; Thos. P. Robb, Chicago; Jas. B. Simpson. The officers are: Daniel H. Hale, President; Amos T. Hall, Vice-President; Asahel F. Bennett, Secretary; C. B. Hale, Treasurer; J. Duncan Smith, Financial Director and Agent for the bond-holders, Edinburgh, Scotland; George W. Waite, Chief Engineer; D. K. Tripp, Solicitor; J. B. Simpson, Resident Attorney at Dallas; T. P. Robb, Superintendent of right of way and donations of lands and money; Wm. H. Hale, Local Treasurer at Dallas. Work on the 27 miles of this road southwest of Dallas, recently contracted for, has been commenced.

The Secretary of State of West Virginia has issued a certificate of incorporation to the West Virginia and Ohio Mineral Railway Company, formed for the purpose of operating a railroad in Maryland, from a point on the boundary line between Virginia and West Virginia, near Sweet Springs, Marion county, through the counties of Monroe, Summers, Mercer, McDowell, Wyoming, Logan, Lincoln, Wayne, and Cabell, to the Ohio river, at or near the mouth of the Big Sandy river or Guyandotte river. The amount of capital is placed at \$10,000, with a privilege of increasing the same to \$5,000,000; the shares are 100 in number, and the par value is \$100. The following gentlemen are the incorporators: A. C. Houston, M. J. Kester, J. D. Logan, J. H. Leach, and M. P. Diddle, all of Union; W. W. Pence, Indian Creek; S. Y. Lynns, of Linside; C. F. Neel, of Gap Mill; S. A. Houston, of Pickaway, and R. T. McNeer, of Salt Sulphur Springs, all of Monroe county.

Appointments on the Pennsylvania Line.

General Passenger Agent Ford of the Pennsylvania Company has announced the following appointments: Robert Emmett, District Cc., Terre Haute and Indianapolis Railroad Co., and Passenger Agent for the P. C. and St. Louis railway, the Jeffersonville, Madison and Indianapolis railroad. His office will be at Indianapolis, Ind., and his district will include all territory within the following described circle of cities and towns: Logansport, Frankfort, Colfax, Crawfordsville, Guion, Terre Haute, Vincennes, Evansville, New Albany, Jeffersonville, Madison, Lawrenceburg, Hamilton, Richmond, Winchester, Ridgeville, Portland, Decatur (Ind.), Bluffton, Wabash, North Manchester, Denver and Peru.

Frank M. Caldwell is appointed District Passenger Agent of the Pittsburg, Cincinnati and St. Louis Railway Company, with his office at Columbus, Ohio. His district will include all territory within the following described circles of cities and towns: Richmond, Hamilton, Morrow, Batavia, Newport, Portsmouth, Gallipolis, Pomeroy, Parkersburg, Marietta, Cambridge, Newcomers-town, Mt. Vernon, Galion, Marion, Bellefontaine, Sidney, St. Marys, Mercer, Decatur, Portland, Blagoville and Winchester.

Personal.

Mr. and Mrs. Cyrus W. Field are on their homeward voyage from Europe.

George Arens, of this city, has been elected President of the Vicksburg and Meridian Railroad Company.

George B. Markle, for several years an active director in the Lehigh Valley Railroad Company, has gone to Europe to spend the summer.

J. S. Oliver, late of the Chicago and Northwestern railroad has accepted the position of General Manager of the Wheeling and Lake Erie railroad.

J. C. Gault, has returned from Florida and resumed his duties as General Manager of the Wabash, St. Louis and Pacific Railway, much benefitted by his winter in the South.

George Dexter of Albany is said to be the only survivor of the party of 40 that went down the Hudson River in September, 1807, on the trial of Robert Fulton's Clermont, the first steam vessel on the Hudson.

The Cincinnati Commercial is quoted as saying that Stanley Matthews never earned a dollar in any corporation controlled by Jay Gould and never received a dollar of fees from any Pacific Railroad Company.

Andrew Crumlish, recently deceased at Wilmington, Del., was an extensive contractor for railroads during the war of the rebellion. He built the Chester branch of the Philadelphia, Wilmington and Baltimore Railroad, and was also the contractor for the Delaware Western Railroad.

Commissioner Fink has published an able argument, showing the benefits which are derived by the public as well as by the railroads from the pooling system. Mr. Fink, in this and in other articles on railroad management, has given much valuable information to the public on the railroad question.

The Tribune gives expression to the universal American sentiment concerning an eminent statesman and diplomatist in speaking editorially as follows of Sir Edward Thornton: A great many people in Washington and New York will hear with mingled feelings of regret and gratification that it is possible that Sir Edward Thornton is to be promoted to the British Embassy at St. Petersburg. No one will grudge to this eminent diplomatist and accomplished gentleman an honor which he has so fairly won; but his departure will deprive the Diplomatic Body at Washington of a Dean whose wisdom and tact have gained their fullest confidence and esteem, and will take from the society of the Capital a family which is regarded with as much affection as respect. In a dozen years of service he has made no mistakes, and has merited the highest approbation of his own Government by his zeal and fidelity, while gaining the regard of three successive Administrations in this country by his unflinching candor and loyalty. Happily for both nations, our relations with England are now so friendly that they cannot suffer by the transfer of Sir Edward Thornton to a post of more

immediate and special importance, and his well known diplomatic abilities will find in the troubled capital of Russia a field for their fullest exercise. He will be succeeded here, according to the reports which reach us from London, by Sir Austin Henry Layard, whose fame, not only as a diplomatist but as the profound scholar and energetic explorer who brought to the light the long-buried remains of Nineveh, will insure for him a cordial welcome, and whose many admirable social qualities make him the legitimate heir of the popularity of Sir Edward Thornton.

Interest and Dividends.

At a meeting of the Board of Directors of the Pennsylvania Railroad Company, held at their office in Philadelphia on the 2d inst., a semi-annual dividend of four per cent was declared payable on and after the 28th of May to stockholders of record on the 30th of April. The following resolutions relating to the allotment of new stock were passed:

Resolved, That the treasurer be and he is hereby instructed to give notice that the stockholders will have the privilege of subscribing at par to the stock of this company in the proportion of 12 1/2 per cent of the number of shares registered in their names April 30, 1881, and those entitled to a fraction of a share can subscribe to a full share. All subscriptions must be made and paid for in full prior to June 15, 1881, and no subscription will be received after that date. The privilege of taking new stock may be sold by any shareholder, and a blank form of allotment will be furnished upon application.

Resolved, That the officers of the company be and they are hereby authorized to issue certificates for the shares of stock subscribed and paid for in accordance with the foregoing resolution.

The Pullman Palace Car Company has declared its fifty-fifth quarterly dividend of 2 per cent, payable May 16th at the Farmers' Loan and Trust Company, New York; New England Trust Company, Boston; Company's office, Chicago.

The New York, Providence and Boston (Stonington Line) Railroad Company has declared a quarterly dividend of 2 per cent, payable May 10 at the office of Messrs. M. Morgan's Sons, No. 39 William street.

The Belleville and Southern Illinois Railroad Company has declared a dividend of \$2 75 per share on the preferred stock, payable May 6.

The Nashua and Lowell Railroad has declared a dividend of \$4 per share, payable May 2.

The Boston Equipment Company has declared a semi-annual dividend of 5 per cent, payable May 2.

Removals.

Cammann & Co., bankers and brokers, have removed from their old location 8 Wall street to 9 Pine street.

W. W. Sharpe & Co., advertising agents, have removed from 25 Park Row to 21 Park Row.

E. N. Erickson, advertising agent, successor of Peaslee & Co., has removed his offices from 5 Beekman street to 231 Broadway.

The gross earnings of the Philadelphia and Erie Railroad for the month of March, 1881, were \$285,572 84, the gross expenses \$177,676 41, and the net earnings \$107,896 43. For the three months of 1881 the net earnings were \$233,569 79 against \$236,146 26 for the first three months of 1880, a decrease of \$32,576 47.

The Baltimore and Ohio Railroad Company will build a short two mile road from the Morrell coke works of the Cambria Iron Company, in Fayette county, Pa., to the Pittsburg Division, at a point near Gibsonville, above Connellsville, to enable the Cambria Iron Company to get their coke

from their furnaces. The right of way has been secured, and the line will cost \$10,000, as a new bridge will have to be built over the Yonghlogheny.

Midland Railway.

At the annual meeting of the stockholders of this company, held at Port Hope, Canada, on the 19th ult., the report was presented showing the receipts for the past year to have been \$333,084, or \$74,857 more than during the preceding year, while the working expenses were \$186,530, or \$35,155 less. \$262,235 had been expended on capital account during the year in the purchase of steel rails, new rolling stock and improvements upon permanent way, but the consolidated and preference bonds in possession of the company will not only provide for the orders which have been given for additional rolling stock, but leave a considerable sum for capital expenditures. The President, in moving the adoption of the report, stated that he had every confidence the revenue for 1881 would fully meet the entire interest and obligations of the company. Large expenditures had been made in erection of elevators and other works at Port Hope and Midland, but the nature and extent of these works were such that they could not be fully completed before August or September; too late for this season's business. Efforts would have been made to complete them earlier in the season, but it was already quite apparent that the largely increased local business on the line would tax the rolling stock to its utmost capacity, and would, without any through trade, show a large increase over the very extraordinary business of 1880, while the importance of the through trade is daily increasing, and will, in future years, add largely to the revenue and importance of the line.

It was decided in the United States Supreme Court on the 2d inst., in the case of John S. Williams et al. vs. the State of Louisiana et al., and in the case of Harrison Durkee et al. vs. the Board of Liquidation of the State of Louisiana, that the bonds issued by the State of Louisiana under the act of April 20, 1871, to the New Orleans, Mobile and Texas Railroad Company were void, because they were in excess of the indebtedness to which the State was limited by the constitutional amendment of 1870.

At Wheeling, West Virginia, on the 2d inst., in the case of the Chesapeake and Ohio Railway Company vs. J. S. Miller, Auditor of West Virginia, Judge Melvin delivered an opinion refusing to dissolve the injunction heretofore granted restraining the assessment and collection of taxes on the property of the road. The effect of this decision is to sustain the position of the company that its property is exempt from taxation under the original act of incorporation.

Messrs. Fowler & Lummis, of Philadelphia and Camden have been appointed chief engineers of the Philadelphia, Marlton and Medford Railroad. This is an important branch of the Camden and Atlantic Railroad, commencing at Haddonfield. Two miles of rails are laid, and the road will be pushed to completion as soon as possible.

Navigation was resumed on the Rideau Canal on the 2d inst.

Mutual Union Telegraph.

At a meeting of the Mutual Union Telegraph Company, of which Henry O. Evans is President, held in this city on the 22d ult., it was resolved to increase the capital stock to \$10,000,000, and to extend their lines to most of the great cities in the North and West. The company's wires now extend from Boston to Washington, touching New York, Philadelphia and intermediate cities. The present capital consists of the money invested in those existing lines. With the increase of capital now resolved on, the company proposes to extend its wires to Albany, Rochester, Buffalo, Cleveland, Toledo, Chicago, Milwaukee, St. Paul, Minneapolis, Kansas City, St. Louis, Indianapolis, Cincinnati, Columbus, Pittsburg, and Louisville, and other cities in the circuit embracing those centres. The managers of the scheme claim that the extensions they are to make will cover about nine-tenths of the paying district or territory covered by the wires of the Western Union Company.

Great Western Railway of Canada.

DIRECTOR'S REPORT.

The usual statements of account for the half year ended Jan. 31, 1881, are herewith submitted to the Proprietors.

The receipts and expenditure on revenue account compare with those of the corresponding half year ended January 31, 1880, as follows:

	Jan. 31, 1880.	Jan. 31, 1881.
Gross receipts.....	£461,140	£516,042
Working expenses, including the usual transfers to reserve funds.....	288,740	315,536
Interest on bonds and debenture stock, leased lines, revenue balances, and all net revenue charges.....	£177,400	£197,506
Balance from the previous half year.....	*6,260	†847
Surplus.....	£72,960	£99,619

*Dr. †Cr.
This surplus of £99,619 is further increased by a sum of £9,246, being the amount of dividend declared out of the profits for the year 1880 on the Detroit, Grand Haven, and Milwaukee shares held by this company, making a total balance available for dividend of £108,865.

The directors recommend the payment on May 7 of the half year's dividend on the 5 per cent preference stock, amounting to £12,644, and a dividend on the ordinary shares of 6s. per share free of income tax (being at the rate of 8 per cent per annum), which will require a sum of £91,647, leaving to be carried forward to the next half year's account a balance of £4,674.

The total gross receipts of the main line and branches, exclusive of leased lines, exhibit an increase over the corresponding six months of last year of £51,902 or 11½ per cent.

The freight and live stock tonnage carried during the past half year amounted to 1,185,096 tons against 1,041,532 tons in the corresponding half year, an increase of 143,564 tons, or 12½ per cent. The receipts from this traffic amounted to £336,659 and £291,524 respectively, an increase of £45,135, or 15½ per cent.

The revenue expenditure has exceeded that of the corresponding half year by £41,680, but this amount includes a comparative outlay for renewals of £9,884 in excess of the estimated average amount required, which has therefore been charged against the renewal funds, reducing the

net increase on the half year to £31,797, or 11¼ per cent.

The result of the half year's working on the whole system, after providing for interest on bonds and debenture stock, shows a net balance of £98,772, as compared with £79,210 in the corresponding half year, an improvement of £19,562, or nearly 25 per cent.

The following statement gives a comparison of the operations of the company for the years ending January 31, 1880 and 1881, which cannot fail to be interesting to the shareholders, as it shows at a glance the material progress made during the past 12 months.

	Year ended Jan. 31, 1880.	Year ended Jan. 31, 1881.
Gross earnings per 12 months.....	£826,911	£950,476
Working expenses, including transfers to funds.....	560,710	616,765
	£266,201	£333,711
Interest on bonds and debenture stock, loss on leased lines, and all net revenue charges.....	197,162	201,879
	£69,039	£131,832
Add dividend on Detroit, Grand Haven and Milwaukee shares.....		18,498

Balance for dividend on preference stock and ordinary shares..... £69,039 £150,325

Hence with an increase in gross traffic of £123,565 the working expenses show an excess of £56,054, and the net revenue charges of £4,717, while the net balance for dividend has increased from £69,039 for the year 1879 to £131,832 for the year 1880, an improvement of £62,793, or 91 per cent. Including the dividend received on the shares of the Detroit, Grand Haven and Milwaukee Company, the surplus revenue was £150,325 for the year ended January 31, 1881, showing an increase over the previous 12 months of £81,286, or 118 per cent. The following table shows a comparison by the earnings and working expenses per train mile for the last six corresponding half years:

Half years ended Jan. 31.	Earnings per train mile.	Per train mile.	Per cent. of gross receipts.
1876.....	5 7	3 11½	70.99
1877.....	4 9	3 8½	78.14
1878.....	5 2½	3 8½	63.19
1879.....	4 11½	3 2½	64.88
1880.....	5 5½	3 4½	61.77
1881.....	5 5½	3 5½	63.49

The alterations in the several reserve funds during the half year have been as follows:

	Balance July 31, 1880.	Debit or credit during the half year.	Balance Jan. 31, 1881.
Ferry steamers renewal fund.....	£25,568	Cr. £1,587	£27,155
Locomotive renewal fund.....	118,029	Dr. 2,763	115,266
Car renewal fund.....	25,763	Dr. 7,336	18,426
Rail & bridge renewal fund.....	32,577	Dr. 14,299	18,278
Insurance fund.....	2,055		2,055
Leased lines suspense account.....	Dr. 42,739	Cr. 1,761	Dr. 40,978
	£161,253	£21,050	£140,203

The total charges to capital account amount,

less credits, to £7,775. Terminal bonds amounting to £67,400, of which £58,900 bearing 7 per cent and £8,500 6 per cent interest have been redeemed. On the other hand, 5 per cent perpetual debenture stock amounting to £61,500 has been issued during the half year. By this operation a sensible saving in interest has been effected.

The working of the leased lines for the half year, including interest on the bonds of the London, Huron and Bruce and the Brantford, Norfolk and Port Burwell railways, has resulted in a loss of £14,196, an increase of £2,364 over that of the corresponding half year. It will be observed that this increase is in a great degree attributable to the large expenditure for maintenance of way still found to be necessary on the Wellington, Grey and Bruce line. The additional traffic interchanged with the Wellington, Grey and Bruce Company has amounted during the half year to £28,108. A sum equal to 20 per cent thereof, or £4,622, has under traffic agreements to be invested in the bonds of that company at par on July 1, next.

WABASH, ST. LOUIS AND PACIFIC RAILWAY.

In the Directors' report accompanying the accounts for the previous half year it was announced that a working agreement had been made with the above Company, which was to be substituted for that then in force upon the completion of the branch railway between Butler and Detroit. This agreement practically gives running powers to the Wabash Company over the Great Western main line and to the Great Western over the Butler road and a portion of the Wabash system, each Company providing the motive power on its own road at a fixed charge, based upon a liberal estimate of the cost, any balance remaining from the mileage proportion of the through rates to be divided, after certain other specified deductions, between the two Companies. The agreement will be submitted to the Shareholders for ratification at the special meeting advertised to be held on the termination of the business of the ordinary meeting. It has already been ratified by the Proprietors of the Wabash, St. Louis, and Pacific railway. The Directors are informed by the President of the Wabash Company that this new line, the completion of which has been retarded by an early and extremely severe winter, will be opened in May next, and they confidently anticipate that important benefits will result from this powerful south-western connection.

GRAND TRUNK RAILWAY.

If the relations between the Grand Trunk and this Company had undergone no change for the better they have not altered for the worse; and there would appear no adequate reason why they should. The geographical position, the policy, the business, of the respective Companies are, in the main, so widely dissimilar that any grave difference between the Companies would be most irrational. Notwithstanding this, however, an agitation for a so-called amalgamation has been again revived; it is understood to have originated with certain speculators deeply interested in Grand Trunk stocks, who have been canvassing for votes, not only in London, but in Liverpool, Manchester, and Glasgow. Yet, so far as your Directors know, they have advocated no special course which they would recommend the Great Western Shareholders to follow. Neither they nor the Grand Trunk Board have approached the Board of the Great Western with any proposal whatever, or with the faintest suggestion for improving the relations between the two Companies. It is impossible, therefore, to resist the conclusion that, whatever the plan, it has not been projected in the interests of the Great Western Shareholders. The idea that the Proprietors would give their vote to people who hesitated openly to declare themselves and their plans seemed impossible to the Directors. Nevertheless, at the request of many who thought otherwise, the Directors issued a short circular on the 9th March. The language of this document, as applied to the Board of the Grand Trunk, might perhaps have seemed strong.

er than was necessary, but it should be remembered that it was not possible to dissociate them from the agitation, inasmuch as, without their co-operation, it could have had no existence. A short correspondence has taken place between the two Boards relative to this circular, which will be found in the appendix. Sir Henry Tyler, the President of the Grand Trunk Company, has also indited a memorandum, dated 22nd March, which he is reported to have read to some gentlemen of the Stock Exchange whom he had invited to the Grand Trunk Offices for the purpose, in which he affects to answer your Directors' Circular. It is impossible, however, to regard this pamphlet as a serious expression of the views of the Grand Trunk Board, inasmuch as it credits them with ignorance of a former breach of faith, the details of which were before them at the time the memorandum was penned; and with having "no object in endeavoring to convince the Great Western Shareholders" of the accuracy of the estimated "saving of upwards of £200,000 per annum," although such had been directly challenged. And even the meeting appears to have generally entertained a doubt whether the terms of fusion suggested by that document had been seriously considered. But supposing the Great Western Shareholders desired a fusion, it would be a suicidal act on their part to make any such arrangement at present, for the following reasons. In a short time the connection with the South-west, hitherto inaccessible to the Great Western, will, by means of the Wabash, which operates 2,500 miles of road in that direction, be complete. The Detroit, Grand Haven, and Milwaukee, which connects the Great Western with the Chicago, Milwaukee and St. Paul, operating nearly 4,000 miles in the North West, is by no means as yet fully developed. And it is only within the last month that the Ontario and Quebec Railway Bill has become Law, the effect of which will be the construction of a road in direct competition with the Grand Trunk, over a district in which they have hitherto had a monopoly, while it will open the whole length of the Dominion east of Toronto to the Great Western, giving them access, independent of the Grand Trunk, to the Ports of Montreal, Quebec, St. John, and Halifax. It is to be observed with reference to this latter connection that, while the revenue of the Great Western may be considerably increased thereby, that of the Grand Trunk must be very seriously reduced. With this general expression of opinion, that grave disaster would result to this Company, were the present agitation to prove successful, the Directors leave the matter to the judgment of the Proprietors.

DETROIT, GRAND HAVEN AND MILWAUKEE RAILWAY.

The Directors have much pleasure in reporting that the revenue of the Detroit, Grand Haven, and Milwaukee continues to improve satisfactorily. The accounts of that Company for the half year ended 31st December, 1880, after crediting the usual amounts to the various reserve funds, and making provision for the interest on the whole of the bonds, guaranteed by this Company, show a net revenue surplus of \$127,371. From this amount the Detroit, Grand Haven and Milwaukee Company have carried \$71,966 to a revenue suspense account, to be applied as may hereafter be determined, and have declared a dividend of 8 per cent on the share capital, amounting to \$15,000, leaving a balance of \$10,405 to be carried forward to the next year's accounts. The Directors mentioned in their last half year's report that the capital provided under the reorganization of the Company would probably be sufficient to meet the ordinary requirements, and the experience derived from the subsequent working of the line confirms the correctness of this statement. In order, however, fully to develop the traffic, further capital will be required to meet the cost of improving the boat service across Lake Michigan, and to provide facilities at Detroit for the traffic of the Wabash Company on the completion of the Detroit and Butler line. With a view of enabling the Detroit, Grand Haven, and Mil-

waukee Company to raise funds for these purposes on the most economical terms, and to make provision for increased rolling stock as required, a resolution will be submitted at the special meeting empowering the Directors to make such advances as they may deem expedient to that company, by way of temporary loans or by the guarantees of loans otherwise obtained, to an amount not exceeding £150,000. The Great Western Company will derive, both directly and indirectly, considerable advantage from this arrangement.

On behalf of the Board of Directors.

FRANCIS G. GRAY, President,
London, 8th April, 1881.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending April 23, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	124,289	2,545,858	2,559,988
Schuylkill Canal....	8,015	81,345	89,546
Lehigh Valley.....	91,299	1,950,529	1,600,549
Del., Lack. & Western.	59,838	1,164,648	1,018,332
Shamokin Valley....	20,708	298,307	245,577
Central New Jersey.	53,133	1,109,911	961,262
United R. R. of New Jersey.....	26,063	455,170	317,329
Pennsylvania Coal...	21,928	315,545	265,479
Delaware and Hudson	45,670	1,006,195	968,150
Huntingdon & Broad Top Mt.....	4,951	188,854	145,568
Penn. and New York.	23,733	500,853	439,464
Clearfield, Pa.....	56,926	689,173	370,118

The total tonnage of anthracite coal from all the regions for the week ending April 23, as reported by the several carrying companies, amounted to 421,913 tons, against 394,029 tons in the corresponding week last year, an increase of 27,884 tons. The total amount of anthracite mined for the year is 7,808,307 tons, against 6,467,355 tons for the same period last year, an increase of 840,952 tons. The quantity of bituminous coal sent to market for the week amounted to 107,562 tons, against 82,003 tons in corresponding week last year, an increase of 25,559 tons. The total amount of bituminous mined for the year is 1,396,410 tons, against 1,102,659 tons for the corresponding period last year an increase of 293,751 tons. The total tonnage of all kinds of coal for the week is 529,475 tons, against 476,032 tons in corresponding week last year, an increase of 53,443 tons, and the total tonnage for the coal year is 8,704,717 tons, against 7,570,014 tons to same date last year, an increase of 1,134,703 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending April 23 was 174,267 tons, of which 122,214 tons were coal and 52,053 tons coke. The total tonnage for the year thus far has been 2,755,289 tons, of which 1,977,438 tons were coal and 777,851 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended April 23 were 42,758 tons, and for the year to that date 516,991 tons, a decrease of 19,553 tons as compared with the corresponding period last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 32,142 tons; year, 430,080 tons; decrease as compared with 1880, 186 tons. Chesapeake and Ohio Canal—week, 9,516 tons; year, 34,233 tons; decrease as compared with 1880, 8,187 tons. Pennsylvania Railroad—week, 918 tons; year, 52,678 tons; decrease as compared with 1880, 11,229 tons. The Reading Railroad coal shipments for last week, ending April 30, were 213,500 tons, of which 39,000 tons were sent to Port Richmond and 37,000 tons shipped thence, and 19,800 tons were sent to Elizabethport and 10,500 tons shipped thence.—[Phila. Ledger, May 2.

The Cambria Iron Company, of Johnstown, Pa., has taken \$400,000 of the traffic bonds of

the Somerset and Cambria Railroad Company, for which they furnish steel rails.

At a meeting held at Parkersburg, W. Va., on the 28th ult., the legal formalities for effecting an organization of the Wheeling, Parkersburg and Charleston Railroad Company were complied with; books were opened, a certain amount of stock was subscribed, a board of directors, president, secretary and treasurer were elected, and the first annual meeting of the company appointed for the 19th of May, 1881. Mr. D. R. Neal was elected president of the board of directors, and the survey of the road will be commenced at once.

The new Delaware State Loan was awarded on the 3d inst. to T. A. Biddle & Co., of Philadelphia at 103.90. The bonds aggregate \$715,000, bearing 4 per cent interest and are for the purpose of refunding the outstanding bonded debt of the State, with the exception of \$158,750 which was funded at 6 per cent for the benefit of the free school fund.

The blast furnaces along the line of the Chesapeake and Ohio Railway in the Virginias are in blast and working satisfactorily as to quantity and quality of yield. Quinnemont averages 28 tons daily, Low Moor 2,600 tons per month, Calhe furnace 18 tons daily, Longdale (two furnaces) 80 tons daily.

Both branches of the Baltimore City Council have passed the ordinance to suspend the further increase of the sinking fund of the ten million or Baltimore and Ohio Railroad loan of 1853-4, which will mature in 1890.

The stockholders of the Lyon and Boston Horse Railroad Company have voted to increase the capital stock of the company \$100,000 in order to cover the cost of new extensions and equipment.

Contracts have been made for the extension of the New Castle and Franklin Railroad from Buffalo to Brocton, and from Irvington to Salmarce. The road was purchased by Thomas P. Simpson on the 18th of April for \$775,000.

The Umatilla, an iron freight and passenger steamer built for the Oregon Steamship Company, was successfully launched at Chester, Penn., on the 30th ult. She is 331 feet long, 40½ feet beam and 25 feet depth of hold.

The Southern Branch of the Central Railroad of New Jersey, between Sandy Hook and Long Branch which has been closed since November last, was re-opened for travel on the 2d inst.

A railroad between Florence and Burgettstown, in Washington county, Pa., is projected, which will give an outlet to the coal fields in that section.

The Mason Machine Works of Taunton, Mass., shipped two handsome locomotives to Wheeling, W. Va., on the 29th ult.

Trains are now running on the new double track of the West Jersey Railroad between Camden and Gloucester.

The Toronto and Nipissing Railway is about to lay down another rail and adopt the standard gauge of 4 feet 8½ inches.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:							Boston, Clin. Fitchb. & N. Bed:						
1st Mortgage.....	1,000,000	6	Jan. & July.	New York.	1918	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Great Southern:							1st Mortgage.....	547,600	7	"	"	1889	....
1st Mortgage, 1878.....	1,050,000	6	Jan. & July.	New York.	1908	....	2d Mortgage.....	282,000	7	"	"	1890	....
Receiver's Cert. of Ala. & Chat.	600,000	8	.....	.....	1882	....	Consolidation Bonds.....	528,000	7	June & Dec.	"	1890	....
Albany and Susquehanna:							Equipment Notes.....	870,000	6	Apr. and Oct.	"	'81-'88	....
1st Mortgage, 1888.....	1,000,000	7	Jan. & July.	New York.	1888	....	Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
2d Mortgage, 1888.....	1,987,000	7	Apr. & Oct.	"	1888	....	Boston, Concord and Montreal:						
Albany Loan.....	933,000	6	May & Nov.	"	'95-'97	....	Sinking Fund Mortgage.....	624,000	6	Jan. & July.	Boston.	1889	....
Consol. M. (guar. by D. & H. Co.)	2,220,000	7	Apr. & Oct.	"	1906	....	Consol. Mortgage for \$2,000,000.	1,874,500	6 1/2	Apr. and Oct.	"	1893	....
Alexandria and Fredericksburg:							Boston and Lowell:						
1st Mortgage, 1895.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Bonds of 1872.....	996,500	7	Apr. and Oct.	Boston.	1892	....
Allegheny Valley:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1896	....
General Mortgage, 1886.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1896	....
Special Mortgage to Penn., 1870	3,000,000	6	January.	Harrisburg.	.....	....	Bonds of 1877.....	620,000	5	"	"	1899	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	Apr. & Oct.	Phil. or Lond.	1910	....	Boston and Maine:						
Fund. Inc. 3d Lien (traf. guar.)	6,985,800	7	Apr. & Oct.	Pittsburg.	1894	....	Bonds of 1893 (coup. and reg.)..	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Alliance and Lake Erie:							Boston and New York Air Line:						
1st Mortgage S. F., 1878.....	160,000	7 1/2	Apr. & Oct.	New York.	1893	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	....
Ashtabula and Pittsburgh:							Boston and Providence:						
1st Mortgage, 1878.....	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	....
Atchison, Colorado and Pacific:							Brooklyn Elevated:						
1st Mortgage, guar.....	16,000 pm	6	F. M. A. & N.	New York.	1905	....	1st Mortgage for \$3,500,000.....	1,203,000	6 1/2	Mar. and Sept.	New York.	1917	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage gold, 1890.....	7,041,000	7 1/2	Jan. & July.	Boston.	1899	....	General Mortgage.....	580,000	7	Jan. and July.	New York.	1896	....
Land Grant Mortgage gold, 1870	3,116,500	7 1/2	Apr. & Oct.	"	1900	....	Buffalo and Erie (L. S. & M. S.):						
Consolidated Bonds (gold).....	278,590	7 1/2	"	"	1903	....	Mort. bonds, assumed.....	200,000	7	Jan. and July.	New York.	1882	....
Construction Notes.....	78,000	7	Jan. & July.	"	1881	....	Mort. bonds, ".....	300,000	7	March & Sept.	"	1886	....
Land Income bonds, 1878.....	480,000	8	"	"	'83-'88	....	Mort. bonds, ".....	2,384,000	7	Apr. and Oct.	"	1898	....
Bonds for Stocks purchased 1880	1,185,000	6	Apr. & Oct.	"	1909	....	Buffalo, New York and Erie:						
Wichita and Southwestern—							1st Mortgage.....	2,380,000	7	June & Dec.	New York.	1916	....
1st Mortgage, guar.....	412,000	7 1/2	Jan. & July.	Boston.	1902	....	Buffalo, New York & Phila.:						
Pueblo and Arkansas Valley—							1st Mortgage.....	3,000,000	6 1/2	Jan. and July.	New York.	1896	....
1st Mortgage, gold.....	1,633,000	7 1/2	Jan. & July.	Boston.	1905	....	2d Mortgage for \$1,000,000.....	546,500	7 1/2	M. J. S. & D.	Buffalo.	1903	....
1st Mortgage, gold, guar.....	1,942,200	7 1/2	"	"	1906	....	Burlington, Cedar Rapids & Nor.						
Kansas City, Top. & Western—							1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	....
1st Mortgage, gold.....	854,000	7 1/2	Jan. & July.	Boston.	1905	....	Rurl. and Mo. River (C. B. & Q.):						
Income Bonds.....	200,000	.....	.....	.....	.....	....	Land and R. R. Mortgage.....	4,621,250	7	Apr. & Oct.	N. Y. & Bos.	1893	....
Pleasant Hill and De Soto—							Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
1st Mortgage, gold.....	120,000	7 1/2	Apr. & Oct.	Boston.	1907	....	Stock (common) Bonds.....	370,500	8	"	"	1889	....
Florence, El Dorado & West—							Bur. & Mo. R. in Neb. (C. B. & Q.):						
1st Mortgage, gold.....	310,000	7 1/2	Apr. & Oct.	Boston.	1907	....	Bonds convertible until 1882.....	600,000	8	Jan. and July.	Boston.	1882	....
New Mexico and So. Pacific—							Consol. Mortgage for \$14,000,000	7,605,700	6	"	"	1913	....
1st Mortgage, gold.....	5,610,000	7 1/2	.....	Boston.	1908	....	Burlington and Southwestern:						
Atlanta and Charlotte Air Line:							1st Mortgage (\$20,000 per mile).....	1,800,000	8	May & Nov.	Boston.	1895	....
1st Mortgage (registered).....	500,000	7	Apr. & Oct.	New York.	1897	....	1st Mortgage (Linneus Branch).....	1,600,000	7	.....	"	1892	....
1st Mortgage preferred.....	4,250,000	7	Jan. & July.	"	1907	....	Cairo, Ark. & T. (St. L., I. M. & S.):						
Atlantic, Miss. and Ohio:							1st Mort. gold (Coup. or Reg.).....	1,450,000	7 1/2	June and Dec.	New York.	1897	....
1st Mort. consol. for \$15,000,000.....	5,470,000	7 1/2	Apr. & Oct.	New York.	1901	....	Cairo & Fulton (St. L., I. M. & S.):						
2d Mort. to State (no int. till '80)	4,000,000	.....	.....	.....	.....	....	1st Mort. (R. R. and Land).....	7,948,000	7 1/2	Jan. & July.	New York.	1891	....
Norfolk and Petersburg—							Cairo and St. Louis:						
1st Mortgage, extended.....	306,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	2,500,000	7	Apr. & Oct.	N. Y. & Lond.	1901	....
1st Mortgage, extended.....	157,000	7	"	"	1887	....	California Pacific:						
2d Mortgage.....	458,000	8	"	"	1893	....	1st Mortgage, gold.....	2,250,000	7 1/2	Jan. & July.	New York.	1889	....
South Side—							2d Mortgage, end. by Gen. Pac.	1,600,000	6 1/2	"	"	1891	....
1st preferred bonds.....	654,000	8	Jan. & July.	New York.	'84-'90	....	3d Mortgage, guar. by Gen. Pac.	2,000,000	6	"	"	1905	....
2d preferred bonds.....	621,000	6	"	"	'84-'90	....	3d Mortgage, guar. by Gen. Pac.	1,000,000	3	"	"	1906	....
3d preferred bonds.....	452,500	6	"	"	'96-'00	....	Camden & Amboy (U. Cos. of N. J.)						
Virginia and Tennessee—							Loan of 1883.....	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Enlarged Mortgage.....	990,000	6	Jan. & July.	New York.	1884	....	Loan of 1889.....	866,000	6	June and Dec.	Princeton.	1889	....
4th Mortgage.....	96,000	8	"	"	1900	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Registered Certificates.....	94,000	8	"	"	1875	....	Camden and Atlantic:						
Funded Int. est.....	226,900	8	"	"	1880	....	1st Mortgage.....	490,000	7 1/2	Jan. & July.	Philadelphia.	1893	....
Atlantic and Pacific:							2d Mortgage.....	497,000	6	Apr. & Oct.	"	1904	....
1st Mort. S. F. for \$25,000,000.....	25,000 pm	6 1/2	Jan. & July.	N. Y. or Bos.	1910	....	Camden and Burlington County:						
Income Bonds, non-cumulative.....	18,750 pm	6 1/2	Apr. & Oct.	"	1910	....	1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic and St. Lawrence:							Canada Southern:						
2d Mortgage (sterling) of 1864.....	1,500,000	6 1/2	Apr. & Oct.	London.	1881	....	New Mort. (\$14,000,000) Int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
3d Mortgage (sterling) of 1871.....	713,000	6 1/2	May & Nov.	"	1881	....	Carolina Central:						
Bald Eagle Valley:							1st Mortgage.....	3,000,000	6 1/2	Jan. & July.	New York.	1923	....
General Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1910	....	2d Mortgage—Income Bonds.....	3,000,000	7	Apr. & Oct.	"	1914	....
Baltimore and Ohio:							Catawissa:						
Loan of 1863-'68.....	1,710,000	6	Apr. & Oct.	Baltimore.	1885	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Loan of 1866-'70 (Balt.) akg. fd.	2,833,520	6 1/2	Jan. & July.	"	1890	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	....
Loan of 1870-'95 (atg.) akg. fund.	2,882,986	6	March & Sept.	London.	1895	....	Chattel Mortgage.....	209,850	5	May & Nov.	"	'85-'90	....
Loan of 1872-1902 (atg.) S. F.....	8,507,332	6 1/2	"	"	1902	....	Cedar Falls and Minnesota:						
Loan of 1874-1910 (atg.) S. F.....	9,107,547	6 1/2	May & Nov.	"	1910	....	1st Mort. (C. F. to Waverly).....	198,000	7	Apr. & Oct.	New York.	1884	....
Sterling Debentures.....	968,000	6 1/2	Jan. & July.	"	1881	....	1st Mort. (W. to Minn. Line).....	1,334,000	7	Jan. & July.	"	1897	....
Purchase of Connellville R. R.	800,000	6	"	Baltimore.	'81-'00	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....	1st Mortgage, 1861, (70 miles).....	700,000	7	Feb. & Aug.	New York.	1891	....
Parkersburg Branch Bonds.....	3,000,000	6	Apr. & Oct.	Baltimore.	1919	....	1st Mortgage, 1863, (18 miles).....	582,000	7	"	"	1894	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....	1st Mortgage, 1866, (146 miles).....	2,332,000	7	May and Nov.	"	1916	....
Bonds to state of Maryland.....	366,000	6	"	"	1888	....	Central Branch Union Pacific:						
Baltimore and Potomac:							1st Mort. (Atch. & Pike's Peak).....	1,600,000	6	May & Nov.	New York.	1895	....
1st Mort. (Tunnel) gold, S. F.....	1,500,000	6 1/2	Jan. & July.	Balt. or Lond.	1911	....	2d Mortgage Govern't subsidy.....	1,600,000	6	Jan. & July.	U. S. Treas.	'95-'98	....
1st Mortgage (R. R.) gold S. F.....	3,000,000	6 1/2	Apr. & Oct.	Philadelphia.	1911	....	Funded Interest Bonds.....	610,000	7 1/2	May & Nov.	New York.	....	....
2d Mort													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....	Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	"	1884	....	General Consol. Gold Bonds	12,343,000	7*	June & Dec.	"	1902	....
2d Mort. (Govern'm't Subsidy).	23,885,000	6*	"	"	'95-'98	....	Sinking Fund Bonds of 1879....	6,440,000	5-6	Apr. and Oct.	"	1929	....
1st Mort. (Western Pacific) gold	2,618,000	6*	"	"	1899	....	1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	"	1882	....
Government Lien (West. Pac.).	1,970,566	6*	"	"	1899	....	1st Mortgage (Chic. & Mil.)....	1,700,000	7	Jan. and July.	"	1898	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	"	"	'98-'92	....	1st Mortgage gr. (Iowa Midland)	1,350,000	8	April & Oct.	"	1900	....
1st Mort. (S. Fr., Okld. & Ala.)..	687,000	6*	"	"	1890	....	1st Mort. (Northwestern Union)	3,600,000	7*	March & Sept.	"	1917	....
1st Mort. (San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	"	1900	....	1st Mort. (Minnesota Valley)...	150,000	7	April & Oct.	"	1908	....
Land bonds (Gen. Pacific) gold.	6,530,000	6*	"	"	1900	....	1st Mort. (Koch. and Nor. Mo.).	200,000	7	March & Sept.	"	1908	....
Income bonds/Sinking Fund ..	2,255,000	8	May & Nov.	"	1888	....	1st Mort. (Plainview Railroad)..	100,000	7	"	"	1908	....
Central Vermont:							Winona and St. Peter—						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....	1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mort., Consol. (") ..	1,500,000	7	June & Dec.	"	1891	....	2d Mortgage, guar.....	1,610,000	7	May & Nov.	"	1907	....
Equipment Mort. (") ..	1,500,000	8	May & Nov.	"	'76-'80	....	Extension Mortgage Bonds..	4,266,000	7*	June & Dec.	"	1916	....
Income and Extension Bonds..	1,508,600	8	"	"	1902	....	Chicago, Pekin & Southwestern:						
1st Mort. (Stan., Shen. & Chi.)	444,100	7	Jan. & July.	St. Albans.	1887	....	1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
Charlotte, Columbia & Augusta:							2d Mortgage.....	750,000	8	April & Oct.	"	1891	....
1st Mortgage.....	1,807,500	7	Jan. & July.	New York.	1895	....	Chicago, Rock Island and Pacific:						
2d Mortgage.....	500,000	7	April & Oct.	"	1910	....	1st Mortgage for \$12,500,000...	10,000,000	6	Jan. & July.	New York.	1917	....
Charters:							Chicago, St. Louis & N. Orleans:						
1st Mortgage.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$13,000,000...	3,488,000	7	May & Nov.	New York.	1897	....
Cherry Valley, Sharon and Alb.:							2d Mortgage for \$5,000,000...	7,258,000	6	June & Dec.	"	1907	....
1st Mortgage.....	300,900	7	June & Dec.	New York.	1899	....	N. Orleans, Jack. & Gt. Nor.—						
Chesapeake and Ohio:							1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....	2d Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
1st Mortgage gold "A".....	2,000,000	6*	April & Oct.	"	1908	....	Mississippi Central—						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	"	1908	....	1st Mortgage.....	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage Income.....	10,000,900	6	Jan. & July.	"	1918	....	2d Mortgage.....	1,996,000	8	Feb. & Aug.	"	1886	....
Virginia Central Mort. Coupon.	918,000	6	"	"	1884	....	Chl. & Southwestern (C.R.I. & Pac.):						
Chester:							1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Coupon bonds (no Mort.).....	806,900	6	Jan. & July.	Boston.	'80-'98	....	Chicago, St. Paul, Minn. & O.:						
Chicago and Alton:							Consol. M., 1880, for \$30,000,000.	7,600,000	6	June & Dec.	New York.	1910	....
1st Mortgage.....	2,363,000	7	Jan. & July.	New York.	1893	....	Chicago, St. Paul, and Minn.—						
1st Mortgage, Income.....	1,096,000	7	April & Oct.	"	1883	....	1st Mortgage, gold.....	2,900,000	6*	May & Nov.	New York.	1918	....
Consol. Bonds (\$200 stg. each).	4,379,550	6*	Jan. & July.	London.	1903	....	2d Mortgage, land grant.....	2,018,000	6*	"	"	1898	....
Sinking Fund Gold Bonds.....	3,000,000	6*	May & Nov.	New York.	1903	....	St. Paul, Stillw'r & Tay. Falls—						
1st Mort. (St. L.J. & C.) assumed	564,000	7	April & Oct.	"	1894	....	1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....
2d Mort. (") ..	188,000	7	Jan. & July.	"	1898	....	St. Paul and Sioux City—						
Chicago, Burlington and Quincy:							1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
Trust Mortgage, skg f'd Income.	3,711,000	8	Jan. & July.	New York.	1883	....	North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	"	1930	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	"	1890	....	Chicago and West Michigan:						
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1880	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....	Cincinnati, and Baltimore:						
Plain 5 per cent bonds.....	2,356,000	5	"	Boston.	1901	....	1st Mort. guar. by B. & O. & M. & C.	760,000	7	Jan. & July.	Baltimore.	1900	....
Bonds of 1915, Sinking Fund..	392,000	5	June & Dec.	"	1895	....	Cincinnati, Hamilton and Dayton:						
Plain 7 per cent bonds.....	883,475	7	Jan. & July.	"	1896	....	2d Mortgage of 1885.....	494,000	7	Jan. & July.	New York.	1895	....
Consol. Mortgage for \$30,000,000.	13,095,000	7	"	New York.	1903	....	Consol. S. F. M. for \$3,000,000..	1,224,000	7	April & Oct.	"	1905	....
Chicago and Canada Southern.							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	3,541,250	7*	April & Oct.	New York.	1902	....	1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1903	....
Chicago, Cincinnati and Louisv.:							Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage.....	499,000	7	June & Dec.	New York.	1892	....
Chicago, Clin., Dub. and Minn.:							2d Mortgage, guar.....	1,546,800	7	Jan. and July.	"	'82-'92	....
1st Mortgage.....	5,000,000	6	Jan. & July.	New York.	1920	....	Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, old.....	400,000	7	Feb. & Aug.	"	1884	....	1st Mortgage, 1880, for \$7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
Chicago, Det. and La. G'd June:							1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	"	1897	....
1st Mortgage.....	1,025,000	6	June & Dec.	London.	....	....	Equipment Bonds, reg. (do.) ..	187,000	10	March & Sept.	"	1888	....
Chicago and Eastern Illinois:							1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	"	1888	....
1st Mortgage, Sinking Fund..	2,925,000	6	June & Dec.	New York.	1907	....	1st Mort. (C. n. & Indiana).....	499,000	7	June & Dec.	"	1892	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	"	1907	....	2d Mort. (") guar.....	1,545,800	7	Jan. & July.	"	'82-'92	....
Chicago and Grand Trunk:							1st Mort. (Cin., Laf. and Chi.) ..	1,120,000	7*	March & Sept.	"	1901	....
1st Mortgage, Sterling.....	6,000,000	6*	Jan. & July.	London.	1900	....	Cin., Laf. & Chi. (C., I., St. L. & C.):						
2d Mortgage Income.....	4,000,000	7	September.	New York.	1920	....	1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Chicago and Iowa:							Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,750,000	8	Jan. & July.	N.Y. & Bos.	1901	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Iowa and Nebraska:							Cincinnati, Richmond & Chicago:						
2d Mort. (now 1st).....	563,200	7	Jan. & July.	Boston.	1888	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
3d Mort. (now 2d).....	211,500	7	Feb. & Aug.	New York.	1892	....	2d Mortgage.....	65,000	7	"	"	1899	....
Chicago and Milwaukee:							Cinc., Rich. & Ft. Wayne (G.R. & I.):						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....	1st Mortgage gold, guar.....	1,800,000	7*	June and Dec.	New York.	1921	....
Chicago, Milwaukee and St. Paul:							Cin. Rockport and Southwestern:						
Consol. Mort. for \$35,000,000...	8,433,000	7	Jan. & July.	New York.	1906	....	1st Mortgage, gold.....	266,500	6*	Jan. and July.	New York.	1908	....
2d Mortgage.....	496,000	7	April & Oct.	"	1884	....	Cincinnati, Sandusky and Clev.:						
1st Mort. (La. Crosse Division).	6,000,000	7	Jan & July.	"	1893	....	2d Mortgage.....	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	"	"	1903	....	1st Mort. (San. Day. & Cin.)...	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	"	"	1908	....	1st Mort. (San. City and Ind.)...	350,000	7	March & Sept.	"	1897	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	"	"	1897	....	Cincinnati and Springfield:						
1st Mort. (Minnesota Central).	183,000	7	"	"	1894	....	1st Mort. (guar. by C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
1st Mort. (St. Paul Division).	4,000,000	7*	"	"	1902	....	2d Mortgage.....	651,000	7	Jan. and July.	"	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	"	1899	....	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Prairie du Chien Div.)	3,674,000	7	"	"	1898	....	1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
2d Mort. (") ..	1,816,000	7.3	Jan. & July.	"	1898	....	1st Mort. (C., U. and C. R. R.)..	125,000	7	June and Dec.	"	'76-'78	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	"	"	1902	....	1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	"	1899	....
1st Mort. (Mil. and Western)...	219,000	7	"	"	1891	Consol. Mortgage for \$7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914
1st Mort. (Southwestern Div.)	4,00												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Celebrookdale:							Dubuque and Dakota:						
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....	1st Mortgage, gold, guar.....	550,000	6*	Jan. & July.	New York	1919	....
Colorado Central:							Dubuque Southwestern:						
1st Mortgage, new.....	2,526,000	7*	June & Dec.	Boston.	...	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbia and Port Deposit:							1st Mortgage, preferred.....	81,500	7	Jan. & July.	" "	1883	....
1st Mortgage.....	1,003,000	7	Feb. & Aug.	Philadelphia.	1892	....	Dunkirk, Allegheny Val. & Pittab.:						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (gold).....	2,000,000	7*	June & Dec.	New York	1890	....
1st Mortgage Consol. skg fund.....	10,478,000	7	April & Oct.	New York.	1908	....	2d Mortgage.....	1,000,000	7	April & Oct.	" "	1890	....
2d Mortgage skg fund.....	120,000	7	Feb. & Aug.	" "	1890	....	3d Mortgage.....	200,000	7	" "	" "	1890	....
Income convertible.....	8,996,000	7	" "	" "	1890	....	East Broad Top:						
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	1890-96	....	1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1908	....
2d Mort. (")	23,200	7	Jan. & July.	" "	1890-96	....	East Pennsylvania (Ph. & Va.):						
1st Mort. (Cin. and Chi. Air-L.)	113,100	7	F. M. A. & N.	" "	1890-96	....	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	East Tennessee, Virginia & Ga.:						
2d Mort. (")	821,000	7	May & Nov.	" "	1904	....	1st Mort., skg fund for \$3,500,000	3,125,000	7	Jan. & July.	New York.	1900	....
1st M. (Col. & Ind.) 1st & 2d pref.	872,000	7	Jan. & July.	" "	1883	....	2d Mortgage.....	190,000	4	" "	" "	1882-87	....
1st Mort. (Tol., Logan & B.)	610,500	7	Feb. & Aug.	" "	1884	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Income (")	67,545	7	" "	" "	1884	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....	Company Bonds (")	634,000	6	" "	" "	1890-85	....
Union Trust Co. Certificates.....	1,500,000	7	" "	" "	1905	....	Eastern (Mass.):						
Columbus and Hocking Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Certificates of Indebtedness.....	13,398,430	4 1/2	" "	Boat. & Lond.	1906	....
1st M., Logan & Stratsville Br.	800,000	7	Jan. & July.	" "	1880	....	Eastern Shore (Md.):						
2d Mortgage.....	730,000	7	" "	" "	1892	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900	....
Columbus, Springfield and Cin.:							El River:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Equipment Bonds.....	118,000	7	F. M. A. & N.	.....	1885	....
Columbus and Toledo:							Elizabethtown, Lex. & Big Sandy:						
1st Mortgage for \$2,500,000.....	2,468,000	7	Feb. & Aug.	New York.	1905	....	1st Mortgage, gold.....	1,200,000	6*	March & Sept.	New York.	1902	....
Columbus and Xenia:							Elmira and Williamsport (N. Cen.):						
1st Mortgage, guar. by L.M.R.R.	802,000	7	March & Sept.	New York.	1890	....	1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Concord and Claremont:							Income Mortgage guaranteed ..	670,000	6	April & Oct.	" "	1892	....
1st Mortgage.....	500,000	7	" "	Concord, N.H.	1884	....	Erie-See N. Y., Lake E. & West						
Connecticut Central:							Erie and Pittsburgh (Penn. Co.):						
1st Mortgage for \$400,000.....	325,000	7	April & Oct.	.....	1895	....	1st Mortgage.....	280,700	7	Jan. & July.	New York.	1882	....
Connecticut and Passumpsic Riv.:							2d Mortgage.....	92,500	7	April & Oct.	" "	1890	....
New Mortgage for \$1,500,000.....	1,499,500	7	April & Oct.	Boston.	1893	....	Consolidated Mortgage.....	2,194,000	7	Jan. & July.	" "	1898	....
Coupon Notes.....	123,000	7	June & Dec.	" "	1881	....	Equipment Mortgage.....	685,000	7	April & Oct.	" "	1890	....
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1890	....	European & N. American (Me.):						
Connecticut Western:							1st Mort. (Bangor City Bonds).....	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	3,200,000	7	Jan. & July.	New York.	1900	....	Evansville and Terre Haute:						
Connecting (Philadelphia):							1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mort. A., B. C., D. & E.....	991,000	6	March & Sept.	Philadelphia.	1900-04	....	1st Mortgage (109 m.)	611,000	7	May & Nov.	" "	1887	....
Corning, Cowanesque & Antrim:							Consolidated Mort. for \$1,500,000	25,000	6	Jan. & July.	" "	1910	....
1st Mortgage.....	450,000	7*	Jan. & July.	.....	1885	....	Evansville, Terre Haute & Chi.:						
Cumberland & Penn. (Consol. Coal):							1st Mortgage, gold.....	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, sinking fund.....	694,000	6	May & Nov.	" "	1888	....	2d Mortgage, gold.....	725,000	6*	Jan. & July.	" "	1903	....
Cumberland Valley:							Fitchburg:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
2d Mortgage, sinking fund.....	109,500	8	" "	" "	1903	....	Bonds of 1877.....	500,000	6	" "	" "	1897	....
Plain bonds.....	81,800	6	" "	" "	1884	....	Bonds of 1879.....	500,000	6	" "	" "	1899	....
Danbury and Norwalk:							Flint and Pere Marquette:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890	....	1st Mort. Land Gr. (3d series).....	1,722,000	8	March & Sept.	New York.	1888	....
2d Mortgage.....	200,000	7	" "	" "	1892	....	Flint & Holly S. F. (\$25,000 p.y.)	300,500	10	May & Nov.	" "	1883	....
Consolidated Mortgage.....	100,000	6	" "	" "	1920	....	1st Mort. (Bay C. & N. J.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Dayton and Michigan (O.H. & D.):							Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mortgage sinking fund guar.	1,844,000	7	Jan. & July.	New York.	1881	....	1st Mort. skg. fl. (H. & Mon.)	1,000,000	10	Jan. & July.	" "	1901	....
2d Mortgage, guar.....	426,000	7	March & Sept.	" "	1887	....	Reorgan'n bds (redeem. at will).	.....	6	" "	" "	1910	....
3d Mortgage, guar.....	861,000	7	April & Oct.	" "	1888	....	Florida Central:						
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	1881-84	....	1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Dayton and Union:							Flushing, North Shore and Cent.:						
1st Mortgage.....	90,600	7	" "	" "	1879	....	1st Mort. (Flushing and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mortgage.....	125,000	7	" "	" "	1879	....	2d Mort. (")	400,000	7	" "	" "	1900	....
Income Bonds.....	252,445	7	" "	" "	1879	....	1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Dayton and Western (L. M. R.R.):							Fonda, Johnstone & Gloversville:						
1st Mortgage (assumed).....	495,000	6-7	Jan. & July.	New York.	1905	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900	....
Delaware (P. W. and Balt.):							Fort Madison and Northwestern:						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia	1885	....	1st Mortgage, gold.....	700,000	7*	April & Oct.	New York.	1905	....
Delaware and Bound Brook:							Fort Wayne, Muncie & Cin.:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....	1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1889	....
Delaware, Lackawann. & Western:							2d Mortgage.....	500,000	8	" "	" "	1896	....
2d Mortgage.....	1,683,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	345,000	8	Jan. & July.	" "	1881	....
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....	Framingham and Lowell:						
Consol Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1907	....	1st Mortgage.....	500,000	7	April & Oct.	Boston.	1880	....
1st M. Ext. (Lack. & Bloomsburg)	370,000	7	" "	" "	1885	....	Frankfort and Kokomo:						
Denver Pacific (Union Pacific):							1st Mortgage gold.....	200,000	7	Jan. & July.	New York.	1903	....
1st Mortgage gold, land grant.....	627,000	7*	May & Nov.	New York.	1899	....	Fremon, Elkhorn & Mo. Valley:						
Denver & Rio Grande:							1st Mortgage.....	690,000	7	April & Oct.	New York.	1901	....
1st Mort. gold, skg fund.....	3,382,500	7*	May & Nov.	New York.	1900	....	1st Mortgage.....	312,000	7	" "	" "	1899	....
1st Mort. (Ark. Valley Div.).....	1,040,000	7*	" "	" "	1902	....	Income Bonds.....	317,082	7	" "	" "	1896	....
Consolidated Mortgage.....	8,475,000	7	Jan. & July.	" "	1900	....	Jalisco & Chic. Union (C. & N.W.):						
Denver, South Park and Pacific:							1st Mortgage.....	1,632,000	7	Feb. & Aug.	New York.	1882	....
1st Mort., gold sinking fund.....	1,500,000	7	May & Nov.	N.Y. or Lond.	1905	....	Jalisco, Harrisburg & San Antonio.						
Des Moines and Ft. Dodge:							1st Mortgage, gold, land grant.....	4,500,000	6*	Feb. & Aug.	New York.	1910	....
1st Mortgage (coupon).....	2,200,000	6	Jan. & July.	New York.	1905	....	2d Mortgage.....	1,000,000	7	June and Dec.	Boat. or Lond.	1895	....
Detroit & Bay City (Mich. Cent.):							Galveston, Houston & Henderson:						
1st Mort. (\$424,000 guar.).....	2,330,000	8	May & Nov.	New York.	1902	....	1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:							Geneva, Ithaca and Sayre:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....	1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. & July.	New York.	1890	....
2d Mort. (")	3,500,000	6	" "	" "	1918	....	Georgia (and Banking):						
1st Mort. Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....	Company bonds (debentures).....	425,000	7	Jan. & July.	Augusta	1890-1900	....
2d Mort. (")	144,000	7	Apr. and Oct.	" "	1882	....	Company bonds (debentures).....	1,166,000	6	" "	" "	1890-1907	....
3d Mort. (")	100,000	7	Jan. & July.	" "	1882	....	Grand Rapids & Indiana:						
3d Mort. (")	250,000	8	Feb. & Aug.	" "	1883	....	1st Mortgage L. G. guar. gold.....	4,000,000	7*	Jan. & July.	New York.	1899	....
Detroit, Lansing and Northern:							1st Mort. L. G. not guar. gold.....	3,013,000	7*	April & Oct.	" "	1899	....
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	....	Income Mortgage bonds.....	987,000	7	March & Sept.	" "	1906	....
1st Mort. (Iowa and Lansing).....	770,000	8	" "	" "	1889	....	Grand River Valley (Mich. C.):						
2d Mort. (")	81,000	8	May & Nov.	" "	1880	....	1st Mortgage guar.....	1,000,000	8	Jan. & July.	New York.	1886	....
Detroit, Mon. & Tol. (L. Sh. & M.S.):							Grand Rapids, Newago & L. S.:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1906	....	1st Mortgage.....	576,000	8	Jan. & July.	New York.	1891	....
Dixon, Peoria and Hannibal:							2d Mortgage.....	200,000	7	June & Dec.	" "	1905	....
1st Mort., guar. by C., B. and Q.	545,500	6	Jan. & July.	New York.	1882	....	Great Western Railway of 1859:						
Dubuque and Sioux City:							1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
1st Mortgage 1st div.....	298,000	7	Jan. & July.	New York.	1883	....	2d Mort., " " " " " "	2,500,000	7	May & Nov.	" "	1893	....
1st Mortgage 2d division.....	595,000	7	" "	" "	1894	....	Green Bay and Minnesota:						
							1st Mortgage.....	3,300,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Greenville and Columbia:							Jersey City and Bergen:						
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86		1st Mortgage.	385,000	7				
1st Mortgage not guaranteed.	642,192	7	"	"	'81-'86		Joliet and Chicago (C. & Alton):						
Hannibal & Cent. Mo. (M. K. & T.)							1st Mortgage sfg fund guar.	306,000	8	Jan. & July.	New York.	1882	
1st Mortgage.	788,000	7	May & Nov.	New York.	1890		Joliet and Northern Indiana:						
2d Mortgage.	31,000	7	"	"	1892		1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	
Hannibal & Naples (W., St. L. & P.)							Junction, Philadelphia:						
1st Mortgage.	500,000	7	June & Dec.	New York.	1909		1st Mortgage, guaranteed.	455,000	6	Jan. & July.	Philadelphia.	1882	
Hannibal and St. Joseph:							2d Mortgage not guaranteed.	300,000	6	April & Oct.	"	1900	
Missouri State Loan.	1,500,000	6	Jan. & July.	New York.	1894		Kalamazoo, Allegan & Gr. Rapids:						
Missouri State Loan.	1,500,000	6	"	"	'85-'87		1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	
Fifteen years' bonds.	4,000,000	8	Mar. & Sept.	"	1885		Kalamazoo and Schoolcraft:						
General Land Mortgage.	442,000	7	Jan. & July.	"	1888		1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1888	
1st Mort. (Quincy & Palmyra).	433,000	8	Feb. & Aug.	"	1892		Kalamazoo, & S. Haven (M. Cen.):						
1st Mort. (Kansas City & Cam.)	1,200,000	10	Jan. & July.	"	1892		1st Mortgage guar. by leases.	640,000	8	May & Nov.	New York.	1889	
Harrisburg, Port. Mt. Joy & Lan.							2d Mortgage.	70,000	8	"	"	1890	
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883		Kalamazoo & White Pigeon:						
Harrisburg and Potomac:							1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	
1st Mortgage.	507,200	7	Jan. & July.	Philadelphia.	1904		Kansas City and Cameron:						
Hartford and Connecticut Valley:							1st Mort. assumed by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1902	
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1901		Kansas Central:						
Holly, Wayne & Monroe (F. & P.M.)							1st Mortgage for \$2,400,000.	504,000	7	April & Oct.	New York.	1909	
1st Mortgage, sinking fund.	1,000,000	8	Jan. & July.	New York.	1901		Kansas City, Burl. & Santa Fe:						
Holyoke and Westfield:							1st Mortgage.	600,000	8	"	"		
1st Mortgage.	280,000	6-7	April & Oct.	New Haven.	'91-'98		New Mortgage.	1,500,000	7	Jan. & July.	New York.	1910	
Houston:							Kansas City, Ft. Scott & Gulf:						
1st Mortgage.	100,000	7	Feb. & Aug.	New York.	1885		1st Mort. L. G., sinking fund.	4,000,000	7	Jan. & July.	Boston.		
2d Mortgage of 1889.	300,000	6	Jan. & July.	Brpt. & Bost.	1889		Mortgage on Branches.	1,325,000					
Equipment Bonds of 1873.	150,000	7	Feb. & Aug.	Bridgeport.	1888		Kansas City, Lawrence & So.:						
Consolidated Mortgage, 1880.	300,000	5	April & Oct.	Boston.	1910		1st Mortgage.	2,940,000	4-6	April & Oct.	Boston.	1909	
Houston, East and West Texas:							1st Mort. (So. Kansas & West.)	545,000	7	Jan. & July.	"	1910	
1st Mortgage, gold.	180,000	7*	May and Nov.	New York.	1893		1st Mort. (Summer Co. R. R.)	300,000	7	"	"	1910	
Houston and Texas Central:							Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage L. G. sfg fund gold	6,262,000	7*	Jan. & July.	New York.	1891		1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	
1st Mortgage (L. G. West. Div.)	2,270,000	7*	"	"	1891		1st Mortgage.	4,498,522	7	"	"	1907	
1st Mort. (Waco & N. W. Div.)	969,000	7*	"	"	1903		Income Bonds.	2,488,174	6	April & Oct.	Boston.	1907	
Income and Indemnity bonds.	2,500,000	7	May & Nov.	"	1887		Kansas City, St. Louis & Chicago:						
Consol. Mort. L. G. (M. & W. D.)	3,842,000	8	April & Oct.	"	1912		1st Mortgage.	3,000,000	6*	May & Nov.	New York.	1903	
Consol. Mort. L. G. (Waco & N.)	580,000	8	May & Nov.	"	1915		Kan. City, Top. & W. (A. T. & S. Fe.)						
Huntingdon and Broad Top Mt.:							1st Mortgage.	854,000	7*	Jan. & July.	Boston.	1905	
1st Mortgage gold.	416,000	7*	April & Oct.	Philadelphia.	1890		Income Bonds.	200,000					
2d Mortgage, gold.	267,500	7*	Feb. & Aug.	"	1895		Kansas Pacific (Union Pacific):						
Consolidated Mortgage.	1,500,000	7	April & Oct.	"	1895		1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	New York.	1895	
Illinois Central:							1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	
Redemption bonds, currency.	2,500,000	6	April & Oct.	New York.	1880		1st M. (3d Div. 244.66 m. & 3,000,000 a.)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	
Sterling Bonds, £500,000.	2,500,000	6*	"	London.	1895		1st Mort. (2,000,000 acres) gold.	1,460,000	7*	Jan. and July.	"	1890	
Sterling Bonds, £200,000.	1,000,000	5*	June and Dec.	"	1905		2d Mort. (") gold.	350,000	7*	March & Sept.	New York.	1894	
Sterling Bonds, Sinking Fund.	4,200,000	5*	April & Oct.	"	1903		1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	"	1894	
Six per cent Currency Bonds.	1,800,000	6	Jan. & July.	New York.	1893		2d Mortgage (Gov't Subsidy).	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	"			3d Mortgage (Income).	1,124,150	7	March & Sept.	New York.	1916	
Illinois Grand Trunk (C. B. & Q.)							Kentucky Central:						
1st Mortgage, guaranteed.	890,500	8	April & Oct.	Boston.	1890		2d Mort. (Covington & Lexington)	792,000	7	March & Sept.	New York.	1888	
Illinois Midland:							3d Mortgage.	233,000	7	June & Dec.	"	1885	
1st Mortgage, gold.	4,175,000	7*	Jan. & July.		1905		Keokuk and Des Moines:						
Illinois & So. Iowa (W., St. L. & P.)							1st Mort. guar. by C. R. L. & P.	2,750,000	5	April & Oct.	New York.	1923	
1st Mortgage.	300,000	7	Feb. & Aug.	New York.	1882		Knox and Lincoln:						
Indiana, Blooming. & Western:							1st Mortgage.	2,395,000	6	Various.	Boston.	'80-'02	
1st Mortgage, preferred.	600,000	7	Jan. & July.	New York.	1900		Knoxville and Ohio:						
1st Mortgage, not preferred.	3,600,000	3-6	April & Oct.	"	1909		1st Mortgage.	500,000	7	Jan. & July.	New York.	1906	
2d Mortgage.	1,500,000	3-6	Jan. & July.	"	1903		Lake Erie and Western:						
Income Bonds.	1,500,000	6	"	"	1919		1st Mortgage, gold.	1,818,000	6*	Feb. & Aug.	New York.	1919	
Indianapolis, Decatur & Spring:							Income Bonds, conv. (non-cum.)	1,485,000	7	August.	"	1899	
1st Mortgage.	1,700,000	7	April & Oct.	New York.	1906		1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	"		
2d Mortgage, Income.	2,619,000	7	Jan. & July.	"	1906		Income (Sandusky Extension).	600,000			"		
Indianapolis and Madison:							1st Mort. (La., Bl. & Muncie).	2,500,000	6*	May & Nov.	"	1910	
1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881		Income (")	1,000,000	7	Annually.	"	1890	
Indianapolis and St. Louis:							Lake Ontario Southern:						
1st Mortgage in three series.	2,000,000	7	Various.	New York.	1919		1st Mortgage, gold.	1,000,000	6*	April & Oct.	New York.	1910	
2d Mortgage.	906,000	7	April & Oct.	"	1900		Lake Shore & Michigan South'n:						
Equipment Mortgage.	500,000	8	Jan. & July.	"	1881		Consol. Mort. S. F., Reg'd.	9,441,000	7	J. A. J. & O.	New York.	1900	
Indianapolis & Vincennes:							Consol. Mort. S. F., Coupon.						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908		2d Consol. Mort. for \$25,000,000.	10,460,000	7	June & Dec.	"	1903	
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900		Bonds of 1882 (Reg. & Coupon)	2,706,000	7	April & Oct.	"	1882	
International and Gt. Northern:							Lake Shore Dividend Bonds.	1,356,000	7	"	"	1899	
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919		3d Mort. (Clev., Palm. & Ash.)	920,000	7	"	"	1892	
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	"	1909		1st Mort. (Clev. & Nor. Ind.)	5,255,000	7	May & Nov.	"	1885	
Ionia and Lansing (D., L. & N.)							1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	
1st Mortgage.	770,000	8	Jan. & July.	Boston.	1889		2d Mort. (")	849,000	7	April & Oct.	"	1886	
Iowa Falls and Sioux City:							Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	"	1882	
1st Mortgage.	2,947,000	7	April & Oct.	New York.	1917		Mort. Bonds (")	300,000	7	March & Sept.	"	1886	
Iowa Midland (C. & N. W.):							Mort. Bonds (") Erie	2,834,000	7	April & Oct.	"	1898	
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900		1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	
Iowa & Minnesota (C., M. & St. P.)							1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	
1st Mortgage.	3,510,000	7	Jan. & July.	New York.	1897		1st M. (School. & Three Rivers)	100,000	8	"	"	1887	
Ithaca, Auburn and Western:							1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1888	
2d Mortgage, Income.	498,090	7	Jan. & July.	New York.	1907		1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	
Jackson, Lena, & Sag. (Mich. Cen.):							1st M. (Jamestown & Franklin)	397,000	7	"	"	var	
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1886		2d M. (")	500,000	7	June & Dec.	"	1894	
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	"	1890		Lawrence (P. Ft. W. & Chl.):						
Consolidated Mortgage.	1,943,000	8	March & Sept.	"	1891		1st Mortgage, guaranteed.	336,000	7	Feb. & Aug.	New York.	1896	
Jacksonville, Pensac. and Mobile:							Leavenworth, Aich. & N. West'n:						
State Bonds.	4,000,000	8	Jan. & July.	New York.	1900		1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	
Jamestown & Frank. (L.S. & M.S.):							Lehigh and Lackawanna:						
1st Mortgage guaranteed.	397,000	7	Jan. & July.	New York.	1897		1st and 2d Mortgages.	600,000	7	June & Dec.	Philadelphia.	1907	
2d Mortgage guaranteed.	500,000	7	June & Dec.	"	1894		Lehigh Valley:						
Jefferson (Erie):							1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1893	
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89		2d Mortgage registered.	6,000,000	7	March & Sept.	"	1910	
1st Mort. (Carbondale Section).	2,000,000	7	"	"	1889		Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	
Jeffersonville, Madison & Indian:							Little Miami:						
1st Mortgage consol.	2,382,000	7	April & Oct.	New York.	1906		1st Mortgage.	1,492,000	6	Jan. & July.	Cincinnati.	1886	
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910		Street Connection Bonds.	475,000	6	Various.	"	1894	
1st Mortgage (Ind. & Mad. guar.)	397,000	7	May & Nov.	"	1881		Little Rock and Fort Smith:						
Junction and Breakwater:							1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	
1st Mortgage.	470,000	6	Jan. & July.	New York.	1890		Little Rock, Miss. Riv. & Texas:						
2d Mortgage.	250,000	6	Feb. & Aug.	"	1896		1st Mortgage.	1,250,000	7	Jan. & July.	Boston.	1890	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Little Schuylkill (Phila. & Adg.):	\$ 468,000	7	April & Oct.	Philadelphia.	1882	....	Milwaukee, Lake Sh. & Western:	\$	7	June & Dec.	New York.	1885	....
1st Mortgage, Skg. Ed.	175,000	6	May & Nov.	New York.	1890	....	1st Mort. (Lake Shore Division)	750,000	7	March & Sept.	"	1905	....
Long Island:	160,000	6	"	"	1884	....	1st Mort. (North-rn Division)	572,000	7	Feb. & Aug.	"	1901	....
1st Mortgage (Extension)	1,121,600	6	"	"	1898	....	1st Mort. (Washash Division)	200,000	7	"	"	1910	....
1st Mortgage (Glen Cove Br.)	985,772	7	Feb. & Aug.	"	1918	....	1st Mort. (Wausau Division)	280,000	7	"	"	1899	....
Atlantic Ave. Improve. Certif.	114,900	7	"	"	'81-'82	....	1st Mortgage (Equipment)	179,000	9	June & Dec.	"	....	....
1st Mort. (Smithtown & Ft. Jelf.)	800,000	7	March & Sept.	"	1901	....	Mineral Point:	320,000	10	Jan. & July.	Detroit.	1890	....
1st Mort. (Newtown & Fluh.)	105,500	7	May & Nov.	"	1891	....	1st Mortgage	465,000	7	Jan. & July.	New York.	1907	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	"	1901	....	1st Mort. (Merrim J. to Al. Lea)	950,000	7	June & Dec.	"	1927	....
Louisiana & Mo. Riv. (Ch. & Al.):	1,581,000	7	Feb. & Aug.	New York.	1900	....	1st M. (Minn. to White B.L.) guar.	280,000	7	May & Nov.	"	1907	....
2d Mortgage	300,000	7	May & Nov.	"	1900	....	1st Mort. (Al. L. to Ft. Dodge) gold	1,020,000	7	June & Dec.	"	1909	....
Louisville, Cin. and Lexington:	100,000	6	Jan. & July.	New York.	1881	....	Mortgage (South. Ext.) gold	12,000 pm	7	"	"	1910	....
Louisville Loan to L. & F. R. R.	2,900,000	7	"	"	1897	....	Minnesota Valley (C. & N. W.):	150,000	7	April & Oct.	New York.	1908	....
New Mortgage for \$1,000,000	764,700	7	April & Oct.	"	1907	....	1st Mortgage	976,000	8	April & Oct.	New York.	1902	....
Louisville and Nashville:	6,000,000	6	June & Dec.	N. Y. & Louis.	1930	....	2d Mortgage, Series B	1,601,000	8	Jan. & July.	"	1902	....
General Mortgage for \$20,000,000	7,700,000	7	April & Oct.	"	1898	....	Missouri, Kansas and Texas:	2,314,000	6	Jan. & July.	New York.	1899	....
Consol. Mort. S. F. for \$5,000,000	2,900,000	7	May & Nov.	"	1883	....	1st Mort. (U. Pac. S. Br.) skg fund	349,000	7	June & Dec.	"	1903	....
2d Mortgage, Gold 10-year	88,000	7	"	"	1886	....	1st Mort. (Tebbo & Neesho) S.F.	14,762,000	7	Feb. & Aug.	"	'01-'06	....
1st Mort. (Lebanon Branch)	3,200,000	6	June & Dec.	New York.	1901	....	Consol. Land Grant, skg fd gold	7,571,553	6	April & Oct.	"	1911	....
1st Mort. (Memphis and Ohio)	2,270,770	6	Feb. & Aug.	London.	1902	....	2d Mortgage, Income	955,000	7	May & Nov.	"	1906	....
1st Mort. (Mump. & Clarksv. Br.)	1,000,000	6	March & Sept.	New York.	1907	....	Brownville Bridge bonds, guar.	450,000	7	"	"	....	....
1st Mort. (Cecilian Branch)	5,000,000	6	Jan. & July.	"	1930	....	Consol. Mort. for \$15,000,000	7,000,000	6	Feb. & Aug.	New York.	1888	....
1st Mort. (N. Orleans & Mo.)	1,600,000	6	June & Dec.	"	1919	....	2d Mortgage sinking fund	2,572,000	7	Jan. & July.	"	1891	....
Mort. (Evans, Hend. & Nash.)	850,000	6	Apr. and Oct.	"	'86-'87	....	3d Mortgage	4,500,000	7	May & Nov.	"	....	....
Louisville Loan (no mortgage)	225,000	6	May & Nov.	"	1886	....	St. Louis County Debt	700,000	8	Monthly	St. Louis.	1885	....
Louisville Loan (Lebanon Br.)	338,000	6	April & Oct.	N. Y. & Louis	1893	....	Real Estate Bonds	800,000	6	May & Nov.	New York.	1892	....
Louisville Loan (Leb. Br. Exten.)	2,650,000	6	Jan. & July.	New York.	1884	....	1st Mort. (Carondelet Branch)	260,000	6	April & Oct.	"	1893	....
Debeture Bonds 1880	492,200	6	April & Oct.	"	1884	....	Consol. Mortgage for \$39,000,000	409,000	6	May & Nov.	"	1920	....
Trust Company Certificates.	5,000,000	6	"	"	....	....	1st Mort. (Missouri River R.R.)	479,000	7	April & Oct.	"	1889	....
Louisville, New Albany & Chic.:	398,000	7	Jan. & July.	Buffalo.	1915	....	1st Mort. (Leav. Atch. & N. W.)	650,000	6	Jan. & July.	"	1894	....
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....	1st Mort. (St. L. and Lex.)	248,000	6	Jan. & July.	"	....	....
McKean and Buffalo:	100,000	7	"	"	1887	....	1st Mort. (Kan. City and East.)	1,200,000	6	Jan. & July.	"	....	....
Macon and Augusta:	600,000	7	Apr. and Oct.	New York.	1902	....	1st M. (St. L. Kan. & Arizona)	1,050,000	6	Jan. & July.	"	....	....
1st Mortgage end. by Ga. R. R.	100,000	7	"	"	1887	....	1st Mort. (Lexington & Southern)	1,050,000	6	Jan. & July.	"	....	....
1st Mortgage not endorsed.	600,000	7	"	"	1887	....	Mobile and Girard:	200,000	8	Jan. & July.	New York.	1889	....
Madison & Portage (C. M. & St. P.):	1,430,000	7	Jan. & July.	New York.	1902	....	2d Mort., end. by Cent. R.R. of Ga.	800,000	4	June & Dec.	"	1897	....
1st Mortgage	902,700	7	Apr. & Oct.	Boston.	1912	....	3d Mort., to Central R.R. of Ga.	7,000,000	6	June & Dec.	Mob. & N. Y	1927	....
Mechonig Coal:	766,980	6	Jan. & July.	"	1898	....	1st Mortgage, issue of 1879....	5,300,000	7	As declared	New York.	....	....
1st Mortgage	490,500	6	Apr. & Oct.	"	1900	....	First Preferred Debentures....	1,850,000	7	on or before	"	....	....
Maine Central:	1,100,000	6	Monthly.	"	'90-'91	....	Second Preferred Debentures..	600,000	7	Feb'y 1, out	"	....	....
Consolidated 1st Mortgage	217,300	6	Apr. & Oct.	Port n	1883	....	Third Preferred Debentures...	900,000	7	of net earn-	"	....	....
\$1,100,000 Loan, tax free.	1,166,700	6	Jan. & July.	Boston.	1895	....	Fourth Preferred Debentures...	600,000	7	ings preced-	"	....	....
Extension (gold) Loan.	635,000	6	Jan. & July.	"	1901	....	Carro Extension.	600,000	6	ing fiscal yr.	"	....	....
\$1,100,000 (A. & Ken.) Loan.	425,000	6	Jan. A. J. & O	"	1891	....	1st Mort. (Leav. Atch. & N. W.)	5,000,000	7	non-acc.	"	1892	....
1st Mortgage (Portland & Ken.)	500,000	7	Jan. & July.	New York.	1897	....	1st Mortgage sinking fund, guar.	8,000,000	7	Jan. & July.	New York.	1914	....
Consol. Loan (Port. & Kennebec)	800,000	7	Mar. & Sept.	"	1890	....	2d Mortgage guar.	254,000	7	Feb. & Aug.	"	1891	....
1st Mort. (Leeds & Farnington).	600,000	7	"	"	1890	....	Convertible bonds.	4,991,000	7	Jan. & July.	"	1900	....
Bath (Androscoggin) Loan.	500,000	7	"	"	1890	....	Gen'l M. (1st on Boonton Br.) gr.	1,025,000	7	April & Oct.	"	1901	....
Manhattan Beach:	600,000	7	"	"	1890	....	Special Mortgage.	5,050,000	7	"	"	1915	....
1st Mort. (N. Y. & Man. Beach)	200,000	7	"	"	1890	....	Consol. mort. for \$25,000,000 guar	200,000	6	Feb. and Aug.	Boston.	1892	....
2d M., conv.	600,000	7	"	"	1890	....	Nashua and Lowell:	200,000	6	Feb. and Aug.	Boston.	1892	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	"	"	1890	....	Bonds for freight depot....	893,000	6	Jan. & July.	New York.	'81-'86	....
Marietta and Cincinnati:	1,050,000	7	Feb. & Aug.	London.	1891	....	Nashville, Chattanooga & St. Louis:	1,000,000	4	June and Dec.	"	'81-'91	....
1st Mortgage, Sterling.	2,450,000	7	"	Baltimore.	1891	....	1st Mort., endorsed by Tenn.	4,902,000	6	Jan. & July.	"	1913	....
2d Mortgage Dollar.	2,500,000	7	May & Nov.	"	1896	....	2d Mort. (Held by U. S. Gov.)	320,000	6	"	"	1913	....
1st Mortgage Dollar.	3,000,000	6	Jan. and July.	"	1890	....	New Mortgage for \$6,800,000	800,000	6	"	"	1918	....
2d Mortgage Dollar	4,000,000	6	Apr. & Oct.	"	1908	....	1st M. (McM. & M. W. & A. R. R.)	90,000	8	"	"	1906	....
4th Mortgage	300,000	7	May & Nov.	"	1890	....	1st Mort. (Tenn. & Pacific K. R.)	1,985,000	7	Jan. & July.	New York.	1900	....
1st Mort. (Scioto & Hock. Val.)	750,000	7	June & Dec.	"	1904	....	2d Mortgage sinking fund, guar.	178,000	6	April & Oct.	Nashville.	1887	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....	Natchez, Jackson and Columbus:	600,000	7	April & Oct.	New York.	1910	....
Marquette, Houghton & Ontonagon:	1,760,000	8	Jan. & Dec.	Boston.	1892	....	1st Mortgage, gold.	720,000	6	April & Oct.	New York.	1904	....
1st Mortgage (Marq. & Ont.)	2,482,200	6	March & Sept.	"	1908	....	Nevada Central:	800,000	7	May & Nov.	New York.	1889	....
1st Mortgage	400,000	6	Jan. & July.	Boston.	1890	....	1st Mortgage, gold	250,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Massachusetts Central:	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....	New Haven and Derby:	301,000	7	May & Nov.	New Haven.	888	....
1st Mortgage guaranteed.	1,294,000	7	Jan. & July.	New York.	1915	....	3d Mort. guar. by New Haven.	225,000	7	Various.	New Haven.	r	....
Massachusetts Central:	1,000,000	7	"	"	1885	....	New Haven and Northampton:	1,300,000	7	Jan. & July.	"	1899	....
Memphis and Charleston:	1,400,000	7	"	"	1918	....	1st Mortgage	100,000	6	April & Oct.	"	1882	....
1st Mortgage, extended	551,000	7	"	"	1916	....	Convertible bonds, tax free.	260,000	6	"	"	'91-'98	....
2d Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....	Holyoke and Westfield bonds.	1,000,000	6	"	"	1909	....
General mortgage, Land Grant.	2,800,000	4	January.	"	1907	....	Consol. Sinking Fund Bonds.	1,000,000	6	"	"	1909	....
Metropolitan Elevated:	3,100,000	6	Jan. & July.	New York.	1908	....	New Jersey and New York:	275,900	6	May & Nov.	Jersey City.	1910	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	"	1899	....	1st Mortgage, 1880.	1,440,000	6	Jan. & July.	New York.	1899	....
Mexican Central:	11,430,000	3	"	"	....	....	1st M. (Int. guar. by N.Y. & L.B.)	200,000	7	June & Dec.	"	1899	....
1st Mortgage	2,000,000	3	"	"	....	....	1st Mort. (Long Br. & Sea Sh.)	300,000	8	April & Oct.	New York.	1885	....
Income Bonds conv., non-cum.	7,500,000	6	"	"	1911	....	2d Mortgage	387,500	7	June and Dec.	"	1892	....
1st Mortgage, gold.	200,000	8	May & Nov.	New York.	1890	....	Consol. Mortgage for \$1,500,000.	912,000	5	Jan. & July.	"	1910	....
Michigan Air Line (Mich. Centy.)	300,000	8	May & Nov.	New York.	1890	....	New Orleans, Mobile and Texas:	5,000,000	6	Jan. & July.	New York.	1893	....
1st Mortgage, convertible.	437,000	8	April & Oct.	New York.	1882	....	2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	"	1940	....
1st Mortgage sinking fund conv.	1,508,500	8	"	"	1882	....	New Orleans Pacific:	4,000,000	6	Jan. & July.	N.Y. & Phila.	1920	....
Consol. Mortgage for \$12,000,000	8,000,000	7	May & Nov.	"	1902	....	1st Mortgage, 1880.	4,000,000	6	Jan. & July.	N.Y. & Phila.	1920	....
1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	....	1st Mort. (Leav. Atch. & N. W.)	650,000	6	Jan. & July.	"	1894	....
Equipment Bonds for \$100,000.	550,000	8	Apr. and Oct.	"	1883	....	1st Mort. (St. L. and Lex.)	248,000	6	Jan. & July.	"	1894	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	"	1909	....	1st Mort. (Kan. City and East.)	1,200,000	6	Jan. & July.	"	....	....
Mich. So. and North's Indiana:	5,240,000	7	May & Nov.	New York.	1885	....	1st M. (St. L. Kan. & Arizona)	1,050,000	6	Jan. & July.	"	....	....
1st Mort. ass'd by L.S. & M.S.	400,000	7	May and Nov.	New York.	1886	....	1st Mort. (Lexington & Southern)	1,050,000	6	Jan. & July.	"	....	....
Middletown, Unionv. & W. Gap:	400,000	7	May and Nov.	New York.	1886	....	Mobile and Girard:	200,000	8	Jan. & July.	New York.	1889	....
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....	2d Mort., end. by Cent. R.R. of Ga.	800,000	4	June & Dec.	"	1897	....
Midland of New Jersey:	3,800,000	6	April & Oct.	New York.	1910	....	3d Mort., to Central R.R. of Ga.	7,000,000	6	June & Dec.	Mob. & N. Y	1927	....
1st Mortgage	4,700,000	6	"	"	1950	....	1st Mortgage, issue of 1879....	5,300,000	7	As declared	New York.	....	....
Income Bonds, Class A and B.	4,700,000	6	"	"	1950	....	First Preferred Debentures....	1,850,000	7	on or before	"	....	....
							Second Preferred Debentures..	600,000	7	Feb'y 1, out	"	....	....
							Third Preferred Debentures...	900,000	7	of net earn-	"	....	....
							Fourth Preferred Debentures...	600,000	7	ings preced-	"	....	....
							Carro Extension.	600,000	6	ing fiscal yr.	"	....	....
							1st Mort. (Leav. Atch. & N. W.)	5,000,000	7	non-acc.	"	1892	....
							1st Mortgage sinking fund, guar.	8,000,000	7	Jan. & July.	New York.	1914	....
							2d Mortgage guar.	254,000	7	Feb. & Aug.	"	1891
							Convertible bonds.	4,991,000	7	Jan. & July.	"	1900

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
New York & Canada (D. & H. C.):	\$ 4,000,000	6*	May & Nov.	London.	1904	....	Ohio Central:	\$ 3,000,000	6*	Jan. & July.	New York.	1920	....
1st Mort. for \$200,000, guar....							1st Mortgage, gold	3,000,000	6*	" " "	" "	1920	....
New York Central & Hudson R.	6,632,900	6	May & Nov.	New York.	1883	....	Income bonds, non-cum., 1880..	3,000,000	6	" " "	" "	1920	....
Debt Certificates (N. Y. Cent.)	74,500	6	" " "	" "	1883	....	Terminal Mortgage bonds, 1880.	600,000	6	" " "	" "	1920	....
Bonds for B. & N. F. stg. (")	592,000	6	" " "	" "	1883	....	Ohio and West Virginia:	1,884,000	7	May & Nov.	New York.	1910	....
Bonds for R. R. Stocks (")	162,000	6	" " "	" "	1883	....	1st Mortgage sinking fund.....	1,184,000	7	" " "	" "	1910	....
Bonds for Real Estate (")	2,391,300	6	June & Dec.	" "	1887	....	Old Colony:	1,100,000	6	March & Sept.	Boston.	1896	....
Bonds of 1864 renewed (")	1,423,200	7	" " "	" "	1885	....	Plain Bonds	32,000	6	" " "	" "	1894	....
2d Mort. (Hudson River) B. F.	18,726,000	7	Jan. & July.	" "	1908	....	Plain Bonds	1,092,000	7	" " "	" "	1894	....
1st Mort., coup. } for \$80,000,000	9,783,333	6*	" " "	" "	1908	....	Plain Bonds	390,500	7	Various.	" "	1891	....
1st Mort., reg'd. } " " " " "							Plain Bonds	500,000	6	June & Dec.	" "	1895	....
1st Mort., Sterling for £2,000,000				London.	1908	....	Plain Bonds	2,000,000	6	Feb. & Aug.	" "	1897	....
New York City and Northern:	8,500,000	7	Jan. & July.	New York.	1906	....	Oil Creek (Buffalo, Pittsb. & W.):	550,000	7	April & Oct.	Philadelphia.	1892	....
Consol. Mort. for \$4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....	1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	....
New York Elevated:	900,000	7	Feb. & Aug.	New York.	....	....	Oregon and Southwestern:	10,950,000	7*	April & Oct.	Frankfort.	1890	....
1st Mortgage	1,900,000	7	March & Sept.	" "	....	....	Oregon Central:	4,395,000	7	Jan. & July.	New York.	1891	....
New York and Greenwood Lake:	1,500,000	7	" " "	" "	....	....	1st Mortgage	300,000	7	March & Sept.	" "	1906	....
1st Mortgage	10,500,000	7	May & Nov.	New York.	1900	....	Oregon Pacific:	23,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
2d Mortgage, Income.....	107,704	7	Jan. & July.	" "	1881	....	1st Mortgage, land grant, gold..	350,000	7	May & Nov.	New York.	1915	....
New York and Harlem:	249,000	7*	April & Oct.	New York.	1902	....	Income Mortgage.....	200,000	7	Feb. & Aug.	" "	1891	....
Consol. Mort. for \$12,600,000...	2,482,000	7	May & Nov.	New York.	1897	....	Oswego and Syracuse (D. L. & W.):	124,000	7	May & Nov.	New York.	1901	....
Sinking Fund Mortgage of 1881.	2,150,000	5	March & Sept.	" "	1919	....	1st Mortgage, guaranteed.....	338,000	7	March & Sept.	" "	1907	....
N. York, Housatonic & Nor.:	4,852,000	5*	" " "	" "	1883	....	Consolidated Mortgage, guar..	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
1st Mortgage	2,937,000	7	April & Oct.	" "	1920	....	Ottawa, Oswego and Fox River:	299,994	8	Feb. & Aug.	New York.	1897	....
New York, Lake Erie & West.:	709,500	7	June & Dec.	" "	1888	....	1st Mortgage	1,141,000	7	April.	" "	1897	....
1st Mortgage, extended.....	182,200	7	Jan. & July.	" "	1891	....	2d Mortgage Income.....	150,000	7	Jan. & July.	" "	1910	....
2d Mortgage, convert. extended	3,000,000	7*	June & Dec.	N. Y. or Lond.	1920	....	2d Mortgage, Income, 1880.....	839,200	7	" " "	" "	....	....
2d Mortgage	16,666,000	7*	March & Sept.	" "	1920	....	Painesville and Youngstown:	150,000	7	Jan. & July.	" "	1910	....
4th Mortgage, convertible ext'd.	3,869,238	6*	" " "	" "	1920	....	1st Mortgage, 1880.....	....	....	" " "	" "	....	....
5th Mortgage convertible.....	24,400,000	5*	June & Dec.	" "	1929	....	2d Mortgage, Income, 1880.....	....	....	" " "	" "	....	....
Buffalo Branch, 1st mortgage....	8,597,400	6*	" " "	" "	1929	....	Panama	3,900,000	7*	April & Oct.	London.	1897	....
Long Dock Mortgage.....	608,008	6*	" " "	" "	1977	....	Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
1st Consol. Mortgage, gold.....	6,488,000	6-7	Jan. & July.	Boston.	1905	....	Paterson, Newark & N. Y. (Erie):	500,000	7	" " "	" "	....	....
1st Consol. M. Fund. Coup. Bds	2,000,000	6-7	April & Oct.	New York.	1903	....	1st Mortgage, guar.....	10,999,760	6	Jan. & July.	Phil. or Lond.	1910	....
New 2d Consol. Mort., gold.....	35,000,000	7*	March & Sept.	New York.	1895	....	General Mortgage.....	28,201,540	6	Apr'l & Oct.	" "	1910	....
New 2d do. funded coupons.....	14,500,000	6*	Jan. & July.	" "	1905	....	General Mortgage, registered..	5,000,000	6	M. J. S. & D.	" "	1906	....
Income bonds (non-cumulative)	3,568,000	4-6	Jan. & July.	" "	1912	....	Consolidated Mort. gold, 1879..	4,091,676	6	June & Dec.	" "	1909	....
N. Y. & Man. Beach—See Man. B.	1,000,000	7	Jan. & July.	London.	1903	....	Consolidated Mort. gold, 1879..	3,000,000	6*	April & Oct.	Philadelphia	1910-90	....
New York and New England:	1,000,000	7	Jan. & July.	New York.	1899	....	State lien for \$1,500,000, stg. fd.	....	....	" " "	" "	....	....
1st Mort., new for \$10,000,000...	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....	Car Trust bonds (S. F. 10 p. c.)	....	....	" " "	" "	....	....
New York, N. Haven & Hartford:	6,000,000	7	Jan. & July.	New York.	1895	....	Pennsylvania Company:	6,400,000	6	" " "	Philadelphia	Dem	....
1st Mort. (Harlem & Portchester)	1,930,500	6	Jan. & July.	Philadelphia.	1885	....	Judgment bds. held by P. & R. R.	3,200,000	6	J. A. J. & O.	" "	1907	....
New York, Pennsylvania & Ohio:	1,500,000	7	May & Nov.	" "	1896	....	Registered bonds.....	10,000,000	41*	" " "	" "	1921	....
Prior Lien Bonds, gold, 1880....	2,649,500	7	Jan. & July.	" "	1903	....	Bonds gold, guaranteed, 1881..	1,500,000	7	June & Dec.	Philadelphia	1896	....
1st Mort., gold, Income, 1880....	1,200,000	6	" " "	" "	....	....	1st Mortgage guaranteed.....	1,400,000	7	" " "	" "	1906	....
2d Mortgage \$ & £ Income, 1880	820,000	8	March & Sept.	Charleston.	1899	....	Peoria & Bureau Val. (C. R. I. & P.):	200,000	8	Feb. & Aug.	New York.	1893	....
2d Mortgage \$ & £ Income, 1880	236,000	8	" " "	" "	1899	....	1st Mortgage guaranteed.....	1,287,000	6*	Jan. & July.	New York.	1920	....
Leased Lines Rental Trust, 1872	2,435,000	6	" " "	" "	1907	....	Income Bonds, non-cum., 1880..	568,000	6	" " "	" "	1920	....
Leased Lines Rental Trust, 1877	1,525,000	7	" " "	" "	1903	....	1st Mort. (Evanston Division).	750,000	6	March & Sept.	" "	1920	....
New York, Providence & Boston:	1,000,000	7	Jan. & July.	New York.	1909	....	Income Bonds (do.) non-cum....	750,000	6	" " "	" "	1920	....
1st Mortgage	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....	Peoria, Pekin and Jacksonville:	1,000,000	7	Jan. & July.	New York.	1894	....
N. Y. Woodhaven & Rockaway :	6,000,000	7	Jan. & July.	New York.	1895	....	1st Mortgage	1,000,000	7	April & Oct.	" "	1900	....
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....	Perkinston (Phila. and Rdg.):	799,000	6	April & Oct.	Philadelphia	1887	....
2d Mortgage	1,500,000	7	May & Nov.	" "	1896	....	Consol. Mort. gold S. F. guar..	1,125,000	6*	June & Dec.	" "	1913	....
General Mortgage	2,649,500	7	Jan. & July.	" "	1903	....	Peterborough (N. H.):	100,500	6	April & Oct.	Boston.	1897	....
Bonds of 1881, secured by stock	820,000	8	March & Sept.	Charleston.	1899	....	Plain Bonds, redeem. after 1882.	500,000	8	Jan. & July.	New York.	1909	....
Northeastern (S. U.):	236,000	8	" " "	" "	1899	....	1st Mortgage	300,000	8	May & Nov.	" "	1902	....
1st Mortgage	2,435,000	6	" " "	" "	....	....	Philadelphia and Balt. C. ntral:	800,000	7	Jan. & July.	Philadelphia	1879	....
2d Mortgage	1,525,000	7	" " "	" "	1903	....	1st Mortgage (Penn. Div.)	300,000	6	" " "	" "	1891	....
Northern (Cal.):	1,000,000	6	" " "	" "	....	....	2d Mortgage	400,000	7	" " "	" "	1900	....
Northern Central (Mich.):	1,525,000	7	" " "	" "	1903	....	Philadelphia and Erie (Penn.):	975,000	7	April & Oct.	Philadelphia	1897	....
1st Mortgage	1,000,000	6	" " "	" "	....	....	1st Mort. (Sanbury & Erie).....	5,000,000	6*	" " "	Phil. or Lond.	1881	....
2d Mortgage	1,525,000	7	" " "	" "	1903	....	2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
Northern Central:	1,525,000	6	" " "	" "	....	....	General Mort. for \$20,000,000..	5,680,000	6*	" " "	Phil. or Lond.	1920	....
1st Mortgage, Md. State loan....	1,490,000	6	" " "	" "	....	....	Receiver's Certificates, 1880 ..	1,800,000	4-6	" " "	Philadelphia	....	....
2d Mortgage S. F. Coupon.....	1,123,000	6	" " "	" "	....	....	Loan of 1903, debenture.....	1,138,300	6	Jan. & July.	" "	1893	....
3d Mortgage S. F. Coupon.....	2,599,000	6*	" " "	" "	....	....	Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" " "	" "	1890	....
Mortgage coupon.....	205,000	6*	" " "	" "	....	....	Mort. Loan of 1863.....	2,700,000	7	April & Oct.	" "	1893	....
Mortgage registered.....	4,473,000	6*	" " "	" "	....	....	Mortgage Loan of 1836, stg....	182,400	6*	Jan. & July.	London.	1880	....
Consol. Gen. Mort. S. F. Coup..	3,000,000	6	" " "	" "	....	....	Mortgage Loan of 1843, stg....	967,200	6	" " "	" "	1880	....
Second Gen'l Mort. coupon "A."	1,000,000	6	" " "	" "	....	....	Mortgage Loan of 1836, stg....	134,400	7	" " "	" "	1882	....
Second Gen. M. coup. "B" conv.	200,000	6	" " "	" "	....	....	Consol. Mort. loan, coup. & reg.	10,648,000	7	June & Dec.	Philadelphia	1911	....
Northern New Jersey (Erie):	200,000	6	" " "	" "	....	....	Consol. Mort., gold \$ or £ coup..	6,999,000	6*	" " "	Phil. or Lond.	1911	....
1st Mortgage, extended.....	2,387,896	6	" " "	" "	....	....	Consol. M. gold for £ coup. & reg.	968,000	6*	" " "	Philadelphia	1911	....
2d Mortgage	1,697,940	6	" " "	" "	....	....	Debenture Loan, convertible....	10,499,900	7	Jan. & July.	" "	1896	....
Northern Pacific:	29,000,000	6*	" " "	" "	....	....	Improvement M. t. Loan, S. F.	2,364,000	6	April & Oct.	Phil. or Lond.	1897	....
1st Mort., l. g., Mo. Div.....	140,000	6	" " "	" "	....	....	General Mort. s. g. sinking fund	19,696,000	6*	" " "	" "	1908	....
1st M. l. g., Fond D'Oreille Div.	3,500,000	7	" " "	" "	....	....	Income Mortgage for \$10,000,000	2,331,000	7	June & Dec.	Philadelphia	1896	....
Consol. Mort. l. g., gold, 1880...	400,000	6</											

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Phila., Newton and New York:	\$						St. Louis, Alton and Terre Haute:	\$						
1st M., guar. by Phila. & Rdg.	700,000	6	April & Oct.	Philadelphia.	1897	....	1st Mortgage skg fd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
Philadelphia, Wilmington & Balt:							1st Mortgage skg fd. (Series B)	1,100,000	7	April & Oct.	"	"	1894	....
Mortgage Loan, convertible	240,500	6	Jan. and July.	Phila. & Balt.	1884	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	"	1894	....
Loan of 1867	1,000,000	6	April & Oct.	"	1887	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	"	1894	....
Loan of 1872	700,000	6	"	Philadelphia.	1892	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	"	1894	....
Loan of 1875	800,000	6	"	"	1900	....	Equipment Mortgage	300,000	10	March & Sept.	"	"	1880	....
Loan of 1880	1,000,000	6	June & Dec.	"	1910	....	St. Louis Iron Mt. and Southern:							
Pittsburg, Cin. & St. Louis (Pa.):							1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....	2d Mort. (")	6,000,000	7	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....	1st Mort. L. G. (Arkansas Br.)	2,500,000	7	June & Dec.	New York	1895	....
Consol. Mortgage for \$100,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	....	1st Mort. (Cairo, Ark. & Tex.)	1,450,000	7	"	"	"	1897	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....	1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	"	"	1891	....
Pittsburg and Conneville:							St. Louis, Jacksonville & Chicago:							
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....	1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
1st Mort. (Turtis Creek Div.)	826,000	7	Feb. & Aug.	Pittsburg.	1882	....	2d Mortgage	360,000	7	Jan. & July.	"	"	1898	....
Consol. Mort. guar. by B. & O.	6,500,000	6	Jan. and July.	London.	1926	....	St. Louis, Kansas City & North:							
Pittsburg, Wt. Wayne & Chicago:							1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....	Real estate & 2d M. for \$3,000,000	2,925,000	7	March & Sept.	"	"	1904	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	"	1912	....	1st & 2d M. on St. Charles Bridge	1,338,500	7	April & Oct.	"	"	1908	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....	1st Mort. (Omaha Div.) gold	2,350,000	7	"	"	"	1919	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....	1st Mort. (Clarinda Br.) gold	284,000	6	Feb. & Aug.	"	"	1919	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....	St. Louis and San Francisco:							
1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....	1st Mort. (South Pacific) gold	7,144,500	6	Jan. & July.	New York.	1888	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	"	1912	....	2d Mortgage A for \$500,000	419,306	6	May & Nov.	"	"	1906	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....	2d Mort. B. & C for \$5,200,000	5,064,322	3	"	"	"	1906	....
2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....	Equipment Mortgage	1,000,000	7	June & Dec.	"	"	1895	....
2d Mortgage (Series K)	860,000	7	April and Oct.	"	1912	....	Land Debentures	300,000	10	J. A. J. & O.	"	"	1884	....
2d Mortgage (Series L)	860,000	7	May and Nov.	"	1912	....	Mo. and Western R. R. Mort.	1,100,000	6	Feb. and Aug.	"	"	1919	....
2d Mortgage (Series M)	860,000	7	June and Dec.	"	1912	....	Joplin Railroad Bonds	200,000	....	"	"	"	....	....
3d Mortgage	2,000,000	7	April and Oct.	"	1912	....	St. Louis, Vandalia & Terre Haute:							
Construction Bonds	100,000	7	Jan. & July.	"	1887	....	1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
Equipment bonds—renewed	1,000,000	8	March & Sept.	"	1884	....	2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	"	"	1899	....
Pittsburg and Lake Erie:							2d Mortgage (B.) convertible	1,000,000	7	"	"	"	1898	....
1st Mortgage	2,000,000	6	Jan. and July.	N. Y. & Phila.	1928	....	St. Paul, Minn. and Manitoba:							
Pittsburg, Va. and Charleston:							1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mortgage	1,583,000	7	April & Oct.	Philadelphia.	1902	....	1st Mort. (St. Paul to Watab.)	368,000	7	Jan. & July.	"	"	1892	....
Portland & Ogdensburg:							1st Mort. L. G. sinking fund	7,454,803	7	"	N. Y. & Lond	1909	....
1st Mortgage, gold	800,000	6	Jan. & July.	Portland.	1900	....	2d Mortgage, gold	8,000,000	6	April & Oct.	"	"	1909	....
New Mort. gold, for \$3,300,000	2,268,000	6	May and Nov.	"	1901	....	1st M. Dakota Ext. for \$6,000,000	2,250,000	6	May & Nov.	New York.	1910	....
Portland and Rochester:							Sand, Mansfield & Newark (B&O)	2,303,000	7	Jan. & July.	New York.	1902	....
1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....	1st Mortgage guaranteed	....	....	....	....	....	....
1st Mortgage (equal lien)	880,000	7	April & Oct.	"	1887	....	Savannah, Florida and Western:							
2d Mort. (Portland Loan) S. F.	460,000	6	Various.	"	1891	....	1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	....	1897	....
Port Royal and Augusta:							Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	....	New York.	1879	....
1st Mortgage	250,000	6	Jan. & July.	New York.	1899	....	1st Mort. (So. Ga. and Florida)	464,000	7	May & Nov.	"	"	1888	....
Income bonds	1,500,000	6	"	"	1899	....	2d Mort. (")	200,000	7	"	"	"	1889	....
Portsmouth, Gt. Falls & Conway:							Savannah, Griffin & North Ala.:							
1st Mortgage	1,000,000	4	June & Dec.	Boston.	1937	....	1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
Providence and Springfield:							Schenectady and Duaneburg:							
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....	1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Providence and Worcester:							Scioto Valley:							
New bonds	1,212,000	6	Jan. & July.	Providence.	1897	....	1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
Raleigh and Gaston:							2d Mortgage S. F.	200,000	7	April & Oct.	"	"	1894	....
1st Mortgage	820,000	8	Jan. & July.	Phil. & Balt.	1898	....	Shamokin Valley & Pottsville:							
Reading and Columbia (P. & R.):							1st Mortgage, on road and lands.	2,000,000	7	Jan. & July.	Philadelphia.	1901	....
1st Mort., Coupon, guaranteed.	650,000	7	March & Sept.	New York.	1882	....	Shenandoah Valley:							
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....	1st Mortgage	2,100,000	7	....	....	1909	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....	2d Mortgage, Income	1,400,000	....	....	....	....	....	....
Rensselaer and Saratoga:							Shenango and Allegheny:							
Consol. Mort. for \$2,000,000	1,928,000	7	May and Nov.	New York.	1921	....	1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
Rhinebeck and Connecticut:							Shore Line (N. Y., N. H. & Hart.):							
1st Mortgage, gold	800,000	7	"	....	....	....	1st Mortgage, 1830	200,000	4	March & Sept.	New Haven.	1910	....
Richmond and Allegheny:							Sioux City and Dakota:							
1st Mortgage, gold, 1880	5,000,000	7	"	....	....	....	1st Mort. (Dakota Southern)	600,000	....	Feb. & Aug.	New York.	1894	....
Richmond and Danville:							1st M. (Sioux City & Pembina)	300,000	....	June & Dec.	"	"	1908	....
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1890	....	Sioux City and Pacific:							
Virginia State bonds, guar.	109,400	6	"	"	1875	....	1st Mortgage	1,628,000	....	Jan. & July.	New York.	1898	....
1st Mort. (Piedmont branch)	500,000	6	"	"	1888	....	2d Mortgage (Gov. Subsid.)	1,628,000	6	"	U.S. Treasury	1898	....
1st Mort. (Northwestern, N. C.)	600,000	6	April and Oct.	N. Y. or Rich.	78-90	....	Somerset:							
Consolidated Mortgage	1,766,900	6	May and Nov.	New York.	78-90	....	1st Mortgage, gold	450,000	7	Jan. & July.	....	1891	....
Gen'l Mort. gold for \$6,000,000	1,728,900	6	April & Oct.	"	1904	....	South Carolina:							
R. ch., Fredericksburg & Potomac:							1st Mortgage Sterling	1,482,667	6	Jan. & July.	London.	78-88	....
Sterling Loan	67,277	6	Jan. & July.	London.	85-95	....	1st Mortgage (L.) currency	1,051,500	6	"	New York.	78-88	....
Dollar Loan	177,516	6	Various.	Richmond.	80-90	....	2d Mort. for \$3,000,000	1,028,500	7	April & Oct.	"	1902	....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelphia.	81-90	....	Domestic (I) Bonds	1,067,500	7	"	Charleston.	1891	....
Richmond and Petersburg:							Domestic (K) Bonds	63,500	6	Jan. & July.	New York.	80-92	....
1st Mortgage, coupon	182,000	8	April & Oct.	Richmond.	81-86	....	South and North Alabama:							
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....	1st Mort., endor. by Ala., gold	391,000	8	Jan. & July.	New York.	1890	....
Rochester and State Line:							Sterling Mort., guar. by L. & N.	5,075,040	6	May & Nov.	London.	1903	....
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....	Southern Central (N. Y.):							
Rock Island and Pacific:							1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage	150,000	10	Jan. & July.	New York.	1900	....	2d Mortgage	600,000	7	March & Sept.	"	"	1882	....
Rome, Watertown & Ogdensburg:							1st Mortgage, Interest Bonds	676,050	7	Feb. & Aug.	"	"	1887	....
1st Mortgage (W. & R.) Sfg. fd.	422,500	7	March & Sept.	New York										

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Summit Branch:							Warren (D. L. & W.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904	....	1st Mortgage consolidated.....	660,000	7	March & Sept.	New York.	1905	....
Suspens. Bridge & Erie Junction:							2d Mortgage.....	750,000	7	Apr. and Oct.	"	1900	....
1st Mortgage.....	1,000,000	7	.....	.....	.....	....	Wash. City & Pt. Lookout (S. & O.):						
Syracuse, Bing. & N. Y. (D. L. & W.):							1st Mortgage, gold.....	540,000	6	June & Dec.	Baltimore.	1903	....
1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....	Washington City, Va. Mid. & Gt. So.:						
2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	....	1st Mort. (O., Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1882	....
Syracuse, Chenango and N. Y.:							2d Mort. (").....	333,000	7	Apr. and Oct.	"	1891	....
1st Mortgage.....	221,400	7	Feb. and Aug.	Syracuse.	1907	....	1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
Syracuse, Geneva and Corning:							2d Mort. (").....	1,197,500	6	Jan. and July.	"	1876	....
1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1905	....	3d Mort. (").....	600,000	8	May and Nov.	"	1873	....
Terre Haute & Indianapolis:							4th Mort. (").....	700,000	8	March & Sept.	"	1880	....
Bonds of 1873 for \$1,600,000.....	1,600,000	7	April & Oct.	New York.	1893	....	General Mortgage.....	1,072,000	7	May and Nov.	"	1873	....
erre Haute & Logans. (T. H. & I.):							1st Mortgage (Lynchb. & Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910	....	Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	1873-'80	....
Texas and New Orleans:							Washington and Ohio:						
1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1906	....	1st Mortgage.....	284,000	7*	Apr. and Oct.	New York.	1901	....
Texas and Pacific:							Westchester and Philadelphia:						
1st Mortgage, gold.....	3,481,000	6*	Mar. & Sept.	N. Y., Ph. Lon.	1905	....	General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
2d Mortgage Consolidated.....	7,019,000	6*	June & Dec.	"	1905	....	Western of Alabama:						
Income and Land Grant.....	1,170,000	7	July.	N. Y. & Phil.	1915	....	1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mort. gold. (Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	"	1920	....	1st Mortgage (M. & W. Point R.R.)	300,000	8	Jan. & July.	"	1881	....
Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,168,000	8	April & Oct.	"	1890	....
1st Mortgage gold, 1880.....	1,040,000	6*	June & Dec.	New York.	1910	....	Western and Atlantic:						
Toledo, Cincinnati & St. Louis:							Income Bonds.....	600,000	10	J. A. J. & O.	Atlanta, Ga.	1875-'91	....
1st Mortgage, gold, 1881.....	3,000,000	6*	.....	.....	1921	....	Western Maryland:						
Toledo, Delphos and Burlington:							1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910	....	1st Mort. endor. by Balt.....	200,000	6	"	"	1890	....
2d Mort. Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....	2d Mort. ".....	300,000	6	"	"	1895	....
Troy and Boston:							2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1895	....
1st Mortgage, Consolidated.....	1,384,000	7	Jan. & July.	New York.	1894	....	2d Mortgage preferred.....	600,000	6	"	"	1895	....
Convertible Bonds.....	650,000	7	March & Sept.	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	....
Ulster and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1902	....
1st Mortgage.....	140,000	7	Jan. & July.	Ronlout.	1904	....	Funded Coupons.....	520,250	6	"	"	1890	....
2d Mortgage, Income Bonds.....	1,342,600	7	"	"	1904	....	Western Minnesota:						
Union Pacific:							1st Mortgage.....	500,000	7	May and Nov.	New York.	.....	....
1st Mortgage gold.....	27,231,000	6*	Jan. & July.	N. Y. & Bos.	1906-'09	....	Land Grant bonds.....	100,000	7	"	"	.....	....
1st Mort. Land Grant.....	6,399,000	6*	April & Oct.	"	1887	....	Western North Carolina:						
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	1906-'09	....	1st Mortgage.....	850,000	7	.....	.....	1890	....
3d Mortgage Sinking Fund.....	15,292,000	8	March & Sept.	N. Y. & Bos.	1893	....	Western Pennsylvania (Penn.):						
Omaha Bridge Bonds Sterling.....	2,121,000	8*	Apr. & Oct.	London.	1896	....	1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
Collateral Trust Bonds.....	3,612,000	6	Jan. & July.	New York.	1908	....	1st Mortgage (Pittsburg Branch)	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Denver Pacific)...	527,000	7*	May & Nov.	"	1899	....	General Mortgage.....	1,200,000	7	Apr. and Oct.	"	1901	....
Union Pacific, Central Branch:							West Jersey:						
1st Mortgage, gold.....	1,800,000	6	May and Nov.	New York.	1895	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1883	....
2d Mortgage (Gov. subsidy).....	1,400,000	6	"	U.S. Treasury.	1907-8	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
Funded Interest Bonds.....	640,000	7*	"	New York.	.....	....	1st Mortgage, consolidated.....	1,100,000	7	Apr. and Oct.	"	1890	....
United N. J. R. R. & Canal Cos.:							Consolidated Mortgage.....	125,500	6	May and Nov.	"	1909	....
Loan of 1901 (United Compan's)	5,669,000	6*	March & Sept.	Philadelphia.	1901	....	Wilmington, Colum. & Augusta:						
Sterling Loan \$360,200 (U. Co's)	1,846,000	6*	"	London.	1894	....	1st Mortgage.....	1,900,000	7	June & Dec.	Baltimore.	1910	....
Sterling Loan \$360,000 (")	1,800,000	6*	"	"	1894	....	Wilmington and Weldon:						
Loan of 1894 St. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Sterling Bonds.....	648,700	6*	Jan. and July.	London.	1881	....
Loan of 1888 (United Compas's)	154,000	6	Feb. and Aug.	"	1888	....	Sterling Bonds.....	221,400	7*	May and Nov.	"	1886	....
Loan of 1903 (")	841,000	6	March & Sept.	"	1908	....	Sinking Fund gold, Bonds.....	749,000	7*	Jan. and July.	New York.	1896	....
Loan of 1888 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....	Wisconsin Central:						
Loan of 1889 (")	856,000	6	June & Dec.	Princeton.	1889	....	1st Mortgage land grant gold...	8,168,000	7*	Jan. and July.	Boston.	1901	....
Mortg. Loan (")	5,000,000	6	May & Nov.	Philadelphia.	1883	....	Worcester and Nashua:						
Bond to State (N. J. R. R. & T. Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	.....	....	Plain Bonds.....	275,000	6	Various.	Worcester.	1887	....
Utah Central:							Plain Bonds.....	250,000	6	Apr. and Oct.	Boston.	1893	....
1st Mortgage, gold.....	1,000,000	6*	Jan. & July.	New York.	1890	....	Plain Bonds.....	400,000	6	Feb. and Aug.	"	1896	....
Utah Northern:							CANAL BONDS.						
1st Mortgage.....	3,888,000	7	Jan. & July.	New York.	1905	....	Albemarle and Chesapeake:						
Utah and Pleasant Valley:							Mortgage Bonds.....	500,000	7	Jan. and July.	New York.	1909	....
1st Mortgage, gold.....	900,000	7	May and Nov.	New York.	1904	....	Chesapeake and Delaware:						
Utah Southern:							1st Mortgage sinking fund.....	1,908,750	6	Jan. and July.	Philadelphia.	1886	....
1st Mortgage, coupon.....	1,125,000	7	Jan. & July.	New York.	1891	....	Chesapeake and Ohio:						
General Mortgage for \$1,950,000.	825,000	7	"	"	1909	....	Sterling Loan guaranteed.....	4,375,000	6	J. A. J. & O.	London.	1890	....
Utah Western:							Preferred Bonds (next lien)	1,099,500	6	Jan. and July.	Baltimore.	1885	....
1st Mortgage.....	720,000	7	.....	.....	1894	....	Delaware Division (L. O. & N.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	....
Bonds of 1871.....	1,112,000	7	Jan. & July.	New York.	1891	....	Delaware and Hudson:						
1st Mort. (Bl. Riv. & Merristown)	500,000	7	"	"	.....	....	1st Mort. { 2d series, July 1, 1880	3,500,000	7	Jan. and July.	New York.	1884	....
1st Mort. (Clayton & Theresa)	200,000	7	"	"	.....	....	reg. { 3d series, Jan. 1, 1871	6,481,000	7	"	"	1891	....
Utica, Clinton and Binghamton:							Bonds of 1874 coup. and reg.....	4,856,000	7	Apr. and Oct.	"	1894	....
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Pennsyl. Div.)...	6,000,000	7	March & Sept.	"	1917	....
Vermont & Canada (Cent. Vt.):							Lehigh Coal and Navigation:						
Bonds guaranteed.....	1,500,000	8	Jan. & July.	Boston.	1891	....	Convertible Debentures.....	41,580	6	June & Dec.	Philadelphia.	1882	....
Mortgage Bonds.....	50,000	6	Apr. and Oct.	"	1909	....	Convertible Loan, gold.....	771,000	6*	March & Sept.	"	1894	....
Mislaquoit Railroad.....	500,000	7	Jan. & July.	St. Albans.	1891	....	1st Mortgage, registered.....	5,331,940	6	J. A. J. & O.	"	1884	....
Vermont and Massachusetts:							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	....
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	....	Mortgage (equip.) Loan, gold.....	4,653,000	6*	June & Dec.	"	1897	....
Convertible bonds.....	160,000	7	"	"	1885	....	Consolidated Mortgage.....	2,464,000	7	"	"	1911	....
Vicksburg and Meridian:							Greenwood Mortgage Loan.....	675,000	7	Feb. and Aug.	"	1892	....
1st series (red).....	703,000	7	Jan. and July.	Vicksburg.	1890	....	Morris (and Banking):						
2d series (blue).....	850,000	7	"	"	1890	....	1st Mortgage.....	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Boat Loan, sinking fund.....	220,000	7	"	"	1885	....
4th series (not end.).....	1,180,500	7	Apr. and Oct.	"	1890	....	Preferred Stock Dividend Scrip.	103,184	7	Feb. and Aug.	"	1899	....
Wabash, St. Louis and Pacific:							Pennsylvania:						
General Mort. for \$55,000,000...	8,000,000	6*	June & Dec.	New York.	1920	....	Gen'l Mort. guar. by Pa.						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

As *acquired* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Year ending.	Railroad.			Rolling Stock.			Companies.	Abstract of General Balance Sheet.					Operations.			Earnings.		Value of Shares.	
	Main Line.	Branch Line.	2d Track and Sidings.	Engines.	Pass.	Freight.		Railroad.	Rolling Stock.	Property and Assets.			Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividende.	Market.
										Assets.	Liabilities.	Accounts and Cash.							
Sept. 30, 1876	60.0	5.0	10.6-0.5	3	14	3	55	Adirondack	108,250	2,619,412	4,295,000	1,791,734	80.9	48,604	23,802	92,970	78,582	16,061	100
Dec. 31, 1876	20.0	23	14	8	347	Alabama and Gt. Southern	10,383,350	10,383,350	8,613,000	1,770,000	295.9	511,437	29,615	185,833	64,144	92,000	60		
Sept. 30, 1876	142.5	61	24	12	124	Albany and Susq. (D. & H.)	9,745,357	9,745,357	8,613,000	1,132,000	177.2	877,547	29,615	185,833	144,144	92,000	60		
Oct. 31, 1876	242.0	75	87	81	930	Allegheny Valley	2,183,350	2,183,350	2,183,350	0	239.6	1,314,466	78,610	2,335,890	1,711,499	735,719	100		
June 30, 1876	62.5	4	7	7	81	Ashabula & Pittsburg	2,413,862	2,413,862	2,183,350	230,512	62.6	244,210	50,940	435,448	377,732	67,716	60		
Dec. 31, 1876	470.4	121	64	27	2,859	Atchafalaya and Santa Fe	3,183,633	3,183,633	2,183,350	1,000,000	1,650,438	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Dec. 31, 1876	209.0	126	11	11	364	Atlanta and West Point	6,711,049	6,711,049	1,000,000	1,000,000	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	287.5	145	7	4	176	Atlantic and Great West	1,192,499	1,192,499	1,000,000	192,499	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	140.5	165	14	33	2,480	Atlantic and St. Lawrence	9,335,149	9,335,149	1,000,000	8,335,149	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	408.0	85	26	14	1,010	Atlantic, Mississippi and Ohio	19,685,610	19,685,610	1,000,000	18,685,610	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Attleboro Br. (Boston & Prov.)	120,707	120,707	1,000,000	20,707	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,335,890	1,711,499	735,719	100		
Sept. 30, 1876	379.0	644	241	179	1,167	Baltimore and Ohio	12,363,315	12,363,315	1,000,000	11,363,315	1,000,000	1,000,000	2,335,890	2,3>					

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An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State and Railroads are distinguished by a "s."

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Nov 30	1870	102.9	222.9	713.4	4.8	478.428	76.9245	Philadelphia & Reading..... Penn	80,413.088	9,355.442	67,287.546	16,827.139	54,273.176	77,924.701	11,450.879	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011
Dec 31	1880	98.3	153.1	149.0	-4.8	478.428	76.1850	Phila., Wilm. & Baltimore..... Md.	15,213.319	435.427	472.078	10,585.100	5,140.600	645.879	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1890	6.9	3.1	1.3	-4	478.428	76.1850	Pittsburg and Castle Shannon..... Pa.	435.427	92.108	472.078	10,585.100	5,140.600	645.879	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1875	68.3	133.4	4.9	1.4	478.428	76.1850	Pittsburg and Ohio Erie..... Ohio & Pa.	8,214.564	292.981	669.480	1,439.781	12,407.000	2,128.597	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1870	125.3	108.9	4.9	1.4	478.428	76.1850	Pittsburg, Cin. & St. L. (Pa. Co.)..... Pa. & Ohio	10,107.584	354.910	1,019.297	1,439.781	12,407.000	2,128.597	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1875	68.3	133.4	4.9	1.4	478.428	76.1850	Pittsb., Ft. W. & Chicago..... O., N. Y. & Pa.	38,619.011	200.000	34,168	111.768	4,128.955	62.685	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1870	68.3	133.4	4.9	1.4	478.428	76.1850	Pittsb., Wheeling & Buffalo..... N. Y. & Pa.	4,478.622	887.600	34,168	111.768	4,128.955	62.685	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1875	68.3	133.4	4.9	1.4	478.428	76.1850	Pittsb., Wheeling & Kentucky..... W. Va.	1,124.067	292.838	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1870	68.3	133.4	4.9	1.4	478.428	76.1850	Port Jervis and Monticello..... N. Y.	5,634.005	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1875	68.3	133.4	4.9	1.4	478.428	76.1850	Portland and Ogdensburg..... Me., N. H. & Vt.	1,500.000	292.838	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1870	68.3	133.4	4.9	1.4	478.428	76.1850	Portland and Ogdensburg..... Me., N. H. & Vt.	1,500.000	292.838	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1875	68.3	133.4	4.9	1.4	478.428	76.1850	Port Royal and Annapolis..... S. C. & Vt.	2,659.351	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1870	68.3	133.4	4.9	1.4	478.428	76.1850	Portsmouth, Fred. & Pied. M. & A. R. R. Va.	1,469.420	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1875	68.3	133.4	4.9	1.4	478.428	76.1850	Poughkeepsie, Hartford & New York..... N. Y.	1,469.420	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1870	68.3	133.4	4.9	1.4	478.428	76.1850	Providence and Springfield..... R. I. & Mass.	2,920.851	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1875	68.3	133.4	4.9	1.4	478.428	76.1850	Providence and Worcester..... R. I. & Mass.	2,920.851	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1870	68.3	133.4	4.9	1.4	478.428	76.1850	Providence and Worcester..... R. I. & Mass.	2,920.851	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1875	68.3	133.4	4.9	1.4	478.428	76.1850	Providence and Worcester..... R. I. & Mass.	2,920.851	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
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Dec 31	1870	68.3	133.4	4.9	1.4	478.428	76.1850	Providence and Worcester..... R. I. & Mass.	2,920.851	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
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Dec 31	1870	68.3	133.4	4.9	1.4	478.428	76.1850	Providence and Worcester..... R. I. & Mass.	2,920.851	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1875	68.3	133.4	4.9	1.4	478.428	76.1850	Providence and Worcester..... R. I. & Mass.	2,920.851	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
Dec 31	1870	68.3	133.4	4.9	1.4	478.428	76.1850	Providence and Worcester..... R. I. & Mass.	2,920.851	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
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Dec 31	1870	68.3	133.4	4.9	1.4	478.428	76.1850	Providence and Worcester..... R. I. & Mass.	2,920.851	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
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Dec 31	1875	68.3	133.4	4.9	1.4	478.428	76.1850	Providence and Worcester..... R. I. & Mass.	2,920.851	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
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Dec 31	1870	68.3	133.4	4.9	1.4	478.428	76.1850	Providence and Worcester..... R. I. & Mass.	2,920.851	1,994.000	62,916	87.556	1,659.167	10.000	955.908	926.916	10,198,986	12,925,666	13,100,320	13,199,011	
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Dec 31	1875	68.3	133.4	4.9	1.4	478.428	76.1850	Providence and Worcester..... R. I. & Mass.	2,920.851	1,994.000	62,916	87.556	1,659.167	10.000	955.908						

Northern Central.

The following is a comparative statement of the earnings of the Northern Central Railway Company for the periods mentioned:

Month of March.	1881.	1880.
Gross earnings	\$452,906	\$416,825
Operating expenses	257,214	275,270

Net earnings.....\$195,692 \$140,055

Three months ended Mar. 31. 1881. 1880.

Gross earnings.....\$1,221,719 \$1,080,679

Operating expenses.....761,015 702,425

Net earnings.....\$470,704 \$378,254

Statement of the Public Debt of the United States, May 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. bonds, 1881 (Oregon), 1881.....	\$688,200 00	\$13,764 00
6 per cent. 1881 bonds, 1881..	140,614,650 00	2,910,893 00
6 per cent. 1881 bonds, 1883..	55,145,750 00	1,102,915 00
6 per cent. funded loan of 1881	455,022,950 00	5,700,286 87
4 per cent. funded loan of 1881	250,000,000 00	1,875,000 00
4 per cent. funded loan of 1907	735,022,700 00	2,462,075 67
Refunding Certificates.....	125,100 00	2,417 00
3 per cent. navy pension fund, 1868.....	14,000,000 00	140,000 00

Aggregate of debt bearing interest.....\$1,655,749,350 00 \$14,107,351 54

Interest due and unpaid.....2,710,492 76

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
6 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent. bonds, of 1858.....	8,000 00	.....
6 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	874,540 00	738 81
6 per cent. 5-20 bonds, called June, 1864.....	64,950 00	237 42
6 per cent. 5-20 bonds, called 1865.....	77,250 00	40,351 31
6 per cent. 10-40 bonds, called, 1864.....	1,131,250 00	225,149 73
6 per cent. Consol. bonds, called, 1865.....	401,450 00	11,207 30
6 per cent. Consol. bonds, called, 1867.....	1,547,760 00	220,750 24
6 per cent. Consol. bonds, called, 1868.....	440,050 00	79,057 85
6 per cent. loan, 1861, matured Dec. 31, 1880.....	688,003 00	14,124 00
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,665 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
3 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per cent. treasury notes, 1861.....	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,300 00	1,104 43
5 per cent. 1 year notes, 1863.....	44,635 00	2,244 86
5 per cent. 2 year notes, 1863.....	35,700 00	1,832 99
6 per cent. compound interest notes, 1863-64.....	232,330 00	47,339 65
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	143,050 00	5,174 47
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.....	6,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....\$5,704,365 26 \$790,740 20

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$60,633 00
Legal tender notes, 1862-63.....	246,081,016 00
Certificates of deposit.....	8,295,000 00
Gold certificates, 1863.....	5,962,600 00
Silver certificates, 1878.....	50,680,140 00
Unclaimed interest.....	6,656 51
Fractional currency, 1862, 1863 and 1864.....	\$15,490,980 92
Less amount estimated as lost or destroyed, act of June 21, 1870.....	8,375,934 00
	7,115,046 92

Aggregate of debt bearing no interest.....\$118,704,132 92 \$6,656 51

RECAPITULATION.

Amount Outstanding. Interest.

Debt bearing interest in coin, viz:

Bonds at 6 per cent.....	\$195,378,600 00	
Bonds at 5 per cent.....	455,022,950 00	
Bonds at 4 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	735,022,700 00	
Refunding certificates.....	125,100 00	
Navy pension fund, 3 per cent.....	14,000,000 00	

\$1,655,749,350 00 \$16,817,844 30

Debt on which interest has ceased since maturity.....

Old Demand and legal-tender notes.....	\$345,741,646 00	
Certificates of deposit.....	8,295,000 00	
Gold and Silver Certificates.....	58,642,740 00	
Fractional currency.....	7,115,046 92	
	\$118,704,132 92	
Unclaimed interest.....		6,656 51

\$2,080,245,648 18 \$17,555,241 01

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,097,805,889 19

AMOUNT IN TREASURY.

Interest due and unpaid.....	\$2,710,492 76
Debt on which interest has ceased.....	6,704,865 28
Interest thereon.....	730,740 20
Gold and silver certificates.....	58,642,740 00
U. S. Notes held for redemption of certificates of deposit.....	8,295,000 00
Cash balance available April 1, 1881.....	159,647,357 59
	\$233,731,195 81

Debt, less amount in Treasury, May 1, 1881.....\$1,864,072,693 38

Debt, less amount in Treasury, on the 1st ult. 1,873,785,593 02

Decrease of debt during the month.....\$9,690,900 26

Decrease of debt since June 30, 1880.....\$78,099,601 96

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$517,762 40
Kansas Pacific bonds, 1862-64.....	6,303,000 00	126,980 00
Union Pacific bonds, 1862-64.....	27,236,512 00	544,737 24
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	32,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	32,536 40

Totals.....\$44,623,512 00 \$1,202,470 24

Interest paid by United States, \$49,528,566 66; interest repaid by transportation of mails, &c., \$14,247,376 02; interest repaid by cash payments: 5 per cent net earnings, \$655,198 87; balance of interest paid by United States, \$34,625,997 77.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, April 30, 1881.

WILLIAM WINDOM,

Secretary of the Treasury.

According to the statement of the Comptroller, the debt of the city of New York on the 1st inst. amounted to \$133,918,919 87, not including \$1,046,414 79 for revenue bonds issued in anticipation of taxes. The amount in the sinking fund for the redemption of the City debt was \$39,978,518 20. The bonded debt of the annexed district, not included in the above figures, was \$918,500. The total amount of warrants drawn against the City Treasury from Jan. 1 to May 1 was \$11,489,984 21. During the same period \$5,966,170 21 of stocks and bonds were issued including \$207,500 for docks and slips, \$116,000 for the Brooklyn bridge, \$115,000 for public works and \$4,454,100 for current expenses.

The Atchison, Topeka and Santa Fe Railroad Co. is now running trains to Las Cruces, N. M. Las Cruces is 1500 miles from St. Louis, and fifty miles from El Paso. It expects to reach the latter place about June 15.

The Peninsula (Md.) Railroad Company are prepared to start at once in the construction of a continuation of the road from Pocomoke to Pungotague.

Philadelphia Stock Exchange.

Closing Prices for the week ending May 3.

W. 27. Th. 28. F. 29. Sat. 30. M. 2. Tu. 3.

Allegheny Val. 7 3-10.....	125				
7s, Income.....	56	56	56	56	56
Jamden & Am. 6s, 1883.....	105				
6s, 1889.....	105				
Mort. 6s, 1889.....	115				
Camden and Atlantic.....					
Preferred.....					
1st mortgage.....					
2d mortgage.....					
Catawissa.....	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2
Preferred.....	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
7s, new.....					
Del. & Bound Brook.....					
7s.....					
Elmira & Williamsport.....					
Preferred.....					
Hunt. & B. Top Mt.....					
Preferred.....	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
3d mortgage.....					
Lehigh Navigation.....	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2
6s, 1884.....	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Gold Loan.....		117 1/2			118
Railroad Loan.....		118			
Conv. Gold Loan.....					
Consol. Mort. 7s.....					
Lehigh Valley.....	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
1st mort. 6s, coupon.....					
1st mort. 6s, reg.....					
2d mort. 7s.....	136 1/2				
Consol. mort. 6s.....					
Consol. mort. 6s, reg.....	121 1/2				
Little Schuylkill.....					
Minehill & Sch. Haven 50s.....	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2
North Pennsylvania.....	59	59	59	59	59
1st mortgage 6s.....					
2d mortgage 7s.....					
Gen'l mort. 7s, coup.....					
Gen'l mort. 7s, reg.....					
Northern Central.....	51 1/2	52 1/2	51 1/2	51 1/2	52 1/2
6s.....	100	100	100	100	100
Northern Pacific.....	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2
Preferred.....	72	72	72	72	72
Pennsylvania R. R. 7s.....	70	69 1/2	69 1/2	69 1/2	69 1/2
1st mortgage.....					
Gen'l mortgage.....	126 1/2	126 1/2			
Gen'l mort. reg.....					
Consol. mort. 6s.....					
Consol. mort. 6s, reg.....					
Penn. States 2d series.....					
do. 3d series 104s.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
do. 5s, new.....					
do. 4s.....					
Phila. and Reading.....	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2
1st Mortgage 6s.....	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2
7s, of 1883.....					
7s, new convertible.....					
Consol. mortgage 7s.....	124 1/2				
Consol. mortgage reg.....					
Gen'l mortgage 6s.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Philadelphia and Erie.....	27 1/2	25 1/2	26 1/2	26 1/2	26 1/2
1st mortgage, 7s.....					
2d mortgage, 7s.....					
Pittab., Un. & St. L. 7s.....	124				
Pittab., Titusv. & Rud. 21s.....	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
7s.....	96 1/2				
Schuylkill Navigation.....					
Preferred.....		12 1/2			
6s, 1872.....					
6s, 1882.....		87			87
United Co. of N. Jersey 184s.....	184 1/2	185	185	185	185
Hestonville, (Horse) 21s.....	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Chestnut & Wal. (do).....					
Green and Conter (do).....					

Baltimore Stock Exchange.

Closing Prices for the week ending May 3.

W. 27. Th. 28. F. 29. Sat. 30. M. 2. Tu. 3.

Baltimore and Ohio.....					
6s, 1880.....					
6s, 1885.....					
Central Ohio (\$50).....					
1st mortgage.....					
Marletta & Cincinnati.....					
1st mortgage, 7s.....	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
2d mortgage, 7s.....	92	92 1/2	93 1/2	94	94
3d mortgage, 8s.....	47 1/2	48 1/2	49 1/2	52 1/2	53 1/2
Northern Central (\$50).....					
2d mortgage, 6s, 1885.....					
3d mortgage, 6s, 1900.....					
6s, 1900, Gold.....					
6s, 1904, gold.....					
Orange and Alex. 1st.....					
2d mortgage, 6s.....					
3d mortgage, 8s.....					
4th mortgage, 8s.....	52				
O. Alex. & Manassas 7s.....	103 1/2				
Pittab. & Connellsv. 7s.....					
Virginia 6s, Consol.....	80 1/2	80 1/2	80 1/2	80 1/2	81 1/2
Consol. Coupons.....	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
10-40 bonds.....	51	51 1/2	51 1/2	51 1/2	51 1/2
Deferred Certificates. 16s.....		17 1/2			
Western Maryland.....					
1st M., end. by Balt.....					
2d M., do.....					
3d M., do.....					
1st M., unendorsed.....					
2d M., end. Wash. Co.....					
3d M., preferred.....	110				110
City Passenger R. R.....					

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 4.

	Th. 28	F. 29	Sat. 30	M. 2	Tu. 3	W. 4
Adams Express.....	129	130	130	131	131	131
Albany and Susq.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
American Express.....	80	78	78	78	78	78
Atlantic & Pacific Tel.....	47	47	47	47	47	47
Burl. O.R. & Nor.....	72	72	72	72	72	72
1st mortgage 6s.....	100	101	100	101	100	101
Canada Southern.....	75	74	75	76	76	77
1st mortgage guar.....	100	100	100	101	102	102
Central of N. Jersey.....	97	96	97	98	98	100
1st mortgage 1890.....	118	118	118	118	118	118
7s, consolidated, a.s.....	116	116	116	116	116	116
7s, convertible, a.s.....	116	116	116	116	116	116
7s, income.....	99	99	99	99	99	99
Adjustment.....	112	107	107	107	107	107
Central Pacific.....	84	86	86	86	87	88
6s, gold.....	115	115	115	115	115	115
1st M. (San Joaquin).....	107	107	107	107	107	107
1st M. (Cal. and Or.).....	114	114	114	114	114	114
Land grant 6s.....	103	103	103	103	103	103
Chesapeake and Ohio.....	26	26	26	26	26	26
Chicago and Alton.....	184	184	184	184	184	184
Preferred.....	184	184	184	184	184	184
1st mortgage.....	184	184	184	184	184	184
Sinking Fund.....	184	184	184	184	184	184
Johns. Burl. & Quincy 164	164	166	166	166	166	166
7s Consol. 1903.....	111	111	111	111	111	111
Ohio, Mil. and St. Paul 112	111	111	111	111	111	111
Preferred.....	128	128	128	128	128	128
1st mortgage, 8s.....	128	128	128	128	128	128
2d mortgage, 7 1/2-10s.....	122	122	122	122	122	122
7s, gold.....	122	122	122	122	122	122
1st M. (La Crosse).....	123	123	123	123	123	123
1st M. (I. and M. Rv.).....	123	123	123	123	123	123
1st M. (I. and D. ext.).....	123	123	123	123	123	123
1st M. (H. & D. div.).....	123	123	123	123	123	123
1st M. (C. & M. div.).....	123	123	123	123	123	123
Consolidated S. F.....	123	124	124	124	124	124
Cons. & Northwestern 122	123	123	123	123	123	123
Preferred.....	137	137	137	137	137	137
1st mortgage.....	137	137	137	137	137	137
Sinking Fund 6s.....	108	108	108	108	108	108
Consolidated 7s.....	108	108	108	108	108	108
Consol. Gold bonds.....	127	127	127	127	127	127
Do. reg.....	136	136	136	136	136	136
Onic, Rock Isl. & Pac. 135	135	136	137	137	137	137
6s, 1917, c.....	125	125	125	125	125	125
Clev., Col., C. and Ind. 87	86	87	87	87	89	90
1st mortgage.....	86	87	87	87	89	90
Clev. & Pittsburg guar.....	155	155	155	155	155	155
7s, Consolidated.....	155	155	155	155	155	155
4th mortgage.....	155	155	155	155	155	155
Col., Ohl., & Ind. Cent. 25	24	24	24	24	25	25
1st mortgage.....	125	125	125	125	125	125
2d mortgage.....	125	125	125	125	125	125
Del. & Hudson Canal 109	108	109	110	110	112	112
Reg. 7s, 1891.....	118	118	118	118	118	118
Reg. 7s, 1894.....	118	118	118	118	118	118
7s, 1894.....	118	118	118	118	118	118
Del., Lack. & Western 117	117	118	120	120	124	124
1st mortgage 7s.....	126	126	126	126	126	126
7s, Consol. 1907.....	126	126	126	126	126	126
Erie Hallway.....	108	108	108	108	108	108
1st mortgage.....	108	108	108	108	108	108
2d mort. 6s, ext.....	108	108	108	108	108	108
3d mortgage.....	108	108	108	108	108	108
4th mort. 6s, ext.....	109	109	109	109	109	109
5th mortgage.....	109	109	109	109	109	109
7s, Consol. gold.....	128	129	129	129	129	129
Great Western 1st mort.....	129	129	129	129	129	129
2d mortgage.....	129	129	129	129	129	129
Hannibal & St. Joseph 58	58	58	58	58	58	58
Preferred.....	104	104	104	104	104	104
8s, Convertible.....	110	108	108	110	110	110
Houston & Tex. Cent. 72	70	70	74	74	77	77
1st Mortgage.....	112	112	112	112	112	112
Illinois Central.....	136	136	136	136	136	136
Lake Shore & Mich. Co. 125	124	124	124	124	124	124
Consol. 7s.....	124	124	124	124	124	124
Consol. 7s, reg.....	126	126	126	126	126	126
2d Consolidated.....	126	126	126	126	126	126
Leh. & W.B. 7s, Con.....	126	126	126	126	126	126
Long Dock bonds.....	126	126	126	126	126	126
Louisville & Nashville 99	99	101	100	100	101	101
7s Consolidated.....	120	120	120	120	120	120
Manhattan 23	23	23	23	23	23	23
Metropolitan Elevated 88	87	88	88	87	88	88
1st Mortgage.....	102	102	102	102	102	102
Michigan Central.....	107	107	108	110	109	110
7s, 1902.....	128	128	128	128	128	128
M. S. and N. I. 1st, S.F.....	116	116	116	116	116	116
Morris and Essex.....	123	123	123	123	124	124
1st mortgage.....	123	123	123	123	123	123
2d mortgage.....	123	123	123	123	123	123
7s of 1871.....	123	123	123	123	123	123
7s, Convertible.....	123	123	123	123	123	123
7s, Consolidated.....	123	123	123	123	123	123
N. Y. Cent. & Hud. Riv. 144	144	148	147	147	147	147
6s, Sinking fund, 1883.....	133	133	133	133	133	133
6s, Sinking fund, 1887.....	133	133	133	133	133	133
1st mortgage.....	133	133	133	133	133	133
1st mortgage, reg.....	133	133	133	133	133	133
N. Y. Elevated.....	103	103	107	108	104	104
N. Y. Elevated.....	113	113	114	114	114	114
N. York and Harlem.....	113	113	113	113	113	113
Preferred.....	113	113	113	113	113	113
1st mortgage.....	113	113	113	113	113	113
1st mortgage, reg.....	113	113	113	113	113	113

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 4.

	Th. 28	F. 29	Sat. 30	M. 2	Tu. 3	W. 4
N.Y., Lake Erie & W. 46	46	47	47	47	49	49
Preferred.....	47	47	47	47	49	49
2d Consolidated.....	103	103	103	104	104	104
New 2d 5s fund.....	99	99	99	99	99	99
N. Y., N. Haven & Hart 180	178	178	180	180	180	180
North Missouri 1st M.....	43	43	43	43	43	43
Northern Pacific.....	43	42	43	43	43	43
Preferred.....	72	72	71	72	72	73
Ohio and Mississippi.....	43	43	43	44	44	44
Preferred.....	106	106	106	106	106	106
2d mortgage.....	122	122	122	122	122	122
Consolidated 7s.....	122	122	122	122	122	122
Consol. Sinking fund.....	122	122	122	122	122	122
Pacific Mail S. S. Co. 61	61	61	62	62	62	62
Pacific R. R. of Mo.....	61	61	62	62	62	62
1st mortgage.....	108	108	108	108	108	108
2d mortgage.....	117	117	117	117	117	117
Panama.....	262	262	262	262	262	262
Philadelphia & Reading 52	52	52	53	54	54	54
Pitts., Ft. W. & Chic. 134	134	134	134	134	134	134
1st mortgage.....	134	134	134	134	134	134
2d mortgage.....	134	134	134	134	134	134
3d mortgage.....	134	134	134	134	134	134
Pullman Palace Car.....	131	131	131	131	131	131
Quicksilver Mining Co. 13	13	13	13	13	13	13
Preferred.....	66	66	66	66	66	66
St. Louis & San Fran.....	66	66	66	66	66	66
Preferred.....	66	66	66	66	66	66
1st Preferred.....	98	98	100	100	102	102
St. L., Alton and T. H. 65	65	65	65	65	65	65
Preferred.....	128	128	128	128	128	128
1st mortgage.....	128	128	128	128	128	128
2d mort. preferred.....	128	128	128	128	128	128
Income bonds.....	66	66	66	66	66	66
St. L., Iron Mt. & S. A. 66	66	66	66	66	66	66
1st mortgage.....	118	118	118	118	118	118
2d mortgage.....	118	118	118	118	118	118
Tol., P. & W. 1st E.D.....	118	118	118	118	118	118
1st mort. West. Div.....	118	118	118	118	118	118
Union Pacific.....	117	117	117	117	117	117
1st mortgage.....	116	116	116	116	116	116
Land Grant 7s.....	116	116	116	116	116	116
Sinking Fund 8s.....	120	120	120	120	120	120
United States Express 62	62	62	62	62	62	62
Wabash.....	62	62	62	62	62	62
1st mortgage.....	111	111	111	111	111	111
2d mortgage.....	111	111	111	111	111	111
7s, Consolidated.....	111	111	111	111	111	111
St. Louis Division.....	110	110	110	110	110	110
Wabash, St. L. & Pac. 47	47	47	47	47	47	47
Preferred.....	88	87	88	89	89	90
New York 7s.....	118	118	118	118	118	118
Wells-Fargo Express.....	118	118	118	118	118	118
Western Pacific bonds.....	116	116	116	116	116	116
Western Union Tel.....	116	116	116	116	116	116
7s, S. F. conv., 1900.....	116	116	116	116	116	116

Boston Stock Exchange.

Prices for the week ending May 4.

	Th. 28	F. 29	Sat. 30	M. 2	Tu. 3	W. 4
Atch., Top. and San. Fe. 138	138	137	137	138	137	137
1st mortgage.....	138	137	137	138	137	137
2d mortgage.....	138	137	137	138	137	137
Land Grant 7s.....	138	137	137	138	137	137
Boston and Albany.....	171	170	171	170	170	171
7s, reg.....	171	170	171	170	170	171
Boston and Lowell.....	163	163	163	163	163	163
Boston and Maine.....	161	161	161	161	161	161
Boston and Providence 161	161	161	161	161	161	161
Boston, Hart. & Erie 62	62	62	62	62	62	62
Burl. & Mo. R. L. G. 7s 116	116	116	116	116	116	116
Burl. & Mo. R. in Neb.....	116	116	116	116	116	116
6s, exempt.....	80	80	80	80	80	80
Chl., Burl. and Quincy 164	164	164	165	167	168	168
7s.....	164	164	165	167	168	168
Chl., Sand. & Clev. (\$50) 31	31	31	31	31	31	31

ment to collectors and other officers of the customs:

In pursuance of section 2,866 of the revised Statutes of the United States, the port of Richford, in the State of Vermont, is hereby designated as a port from which imported merchandise may be shipped in bond in transit through the United States, to and from the Dominion of Canada, by such routes and under such regulations as the Secretary of the Treasury may prescribe.

The preferred shares of the Norfolk and Western Railroad Company have been admitted to dealings at the Philadelphia Stock Exchange. This is the stock of the reorganized Atlantic, Mississippi and Ohio Railroad.

The Pennsylvania Railroad Company has declared a semi annual dividend of four per cent, payable in cash on and after May 28. The shareholders will also have the privilege of subscribing at par to the stock of the company in the proportion of 12½ per cent of the number of shares registered in their names April 30, 1881, and those entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made and paid for in full prior to June 15 next, and no subscriptions will be received after that date. The privilege of taking new stock may be sold by any stockholder, and blank forms of allotment will be furnished upon application at the company's office.

The statement of the public debt of the United States, given in another column, shows a decrease during April of \$9,690,900 25, and a decrease since June 30, 1880, of \$78,099,601 98. The interest bearing debt amounts to \$1,655,749,350; debt on which interest ceased since maturity, \$5,704,865 26; debt bearing no interest, \$418,794,432 92; total debt, \$2,080,248,648 18; interest, \$17,555,241 01; gold and silver certificates, \$56,642,740; United States notes held for redemption of certificates of deposit \$8,295,000; cash balance available May 2, 1881, \$159,647,957 59; total cash in the Treasury May 2, 1881, \$233,731,195 81. The total debt less cash in the Treasury is \$1,864,072,663 88.

The closing quotations on Thursday were: Adams Express, 130@131; American Express, 78¾@79¾; American District Telegraph, 60@61; Atlantic and Pacific Telegraph, 47¾@48; Chicago, Burlington and Quincy, 166¾@166¾; Canada Southern, 77¾@78; Chicago and Northwestern, 126¾@127; do. pref., 139¾@140¾; Central Pacific, 88½@89; Chicago, Milwaukee and St. Paul, 118¾@118¾; do. pref., 128@129; Chicago, Rock Island and Pacific, 137¾@138¾; Cleveland, Columbus, Cincinnati and Indianapolis, 88½@90½; Columbus, Chicago and Indiana Central, 24¾@25; Delaware and Hudson Canal, 112@112¾; Delaware, Lackawanna and Western, 121@124¾; Hannibal and St. Joseph, 64¾@65; do. pref., 108¾@108¾; Illinois Central, 138¾@139; Lake Erie and Western, 54@55; Lake Shore and Michigan Southern, 128@128¾; Metropolitan Elevated, 86¾@87; Manhattan Elevated, 22¾@23; Michigan Central, 110¾@110¾; New York Elevated, 108½@108¾; New York, Lake Erie and Western, 48¾@48¾; do. pref., 88¾@88¾; New York Central and Hudson River, 147¾@147¾; Ohio and Mississippi 44¾@45¾; Ohio Central, 30@30¾; Pacific Mail, 52¾@53; St. Louis, Alton and Terre Haute, 64

65; do. pref., 133¾@134; Texas and Pacific, 62¾@63; Union Pacific, 119¾@120; United States Express, 62½@63; Wells Fargo Express, 118¾@119; Western Union Telegraph, 118¾@118¾; do. ex. div., 83¾@80¾; Wabash, St. Louis and Pacific, 48¾@49¾; do. pref., 90¾@91.

The following quotations of sales of Railroad and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Colorado and Pacific 1st, 101½; Am. Dock and Imp. 7s, ass., 129¾; Boston, Hartford and Erie 1st, 68¾; Cedar Falls and Minnesota, 2a; Chicago, St. Louis and New Orleans, 80¾; Chesapeake and Ohio 1st pref., 45; do. 2d pref., 34; do. 1st, Series B, 87½; do. cur. int., 60¾; Chicago, St. Paul, Minneapolis and Omaha, 41¾; do. pref., 98¾; do. consol., 103¾; Cincinnati, Sandusky and Cleveland, 63¾; Central Iowa pref., 60; do. 1st, 114; Chicago, Milwaukee and St. Paul, Southern Minn. div. 1st, 107¾; do. Chicago and Pacific div., 111; do. LaC and Dav. div., 98; Chicago, Burlington and Quincy 5s, 105¾; Col., Chi. and Ind. Cent. Inc., 72¾; Cairo and Fulton 1st, 111; Chicago, St. Paul and Minneapolis 1st, 110; Chicago and Milwaukee 1st, 124¾; Dubuque and Sioux City, 77¾; Denver and Rio Grande, 108; do. 1st, 116; do. 1st consol., 115¾; Denver, South Park and Pacific 1st, 106¾; Detroit, Monroe and Toledo 1st, 122; Flint and Pere Marquette 1st, 110¾; Gulf, Colorado and Santa Fe 1st, 113; Houston and Texas Central 2d, M. L., 122; do. 1st Western div., 111¾; Ind., Bloom. and Western new, 49¾; do. 1st, 89¾; do. Inc., 101; do. 2d, 80¾; International and Gt. Northern 2d Inc., 99¾; Indianapolis, Decatur and Springfield 1st, 106; do. 2d Inc., 74¾; Kansas Pacific 1st consol., 106; do. 6s, Denver Div. ass., 109¾; do. Inc. No. 16, 105; Keokuk and Des Moines, 18; do. 1st, 103¾; Lehigh and Wilkesbarre consol. ass., 110¾; Laf., Bloom. and Muncie Inc., 78¾; do. 1st, 106½; Louisiana and Missouri River, 28; Lake Erie and Western, 54; do. Inc., 77¾; do. 1st, 110; Louisville, New Albany and Chicago, 92; do. 1st, 105; Louisville and Nashville Gen'l mort., 6s, 107¾; Manhattan Beach, 54; do. 7s, 96; Metropolitan Elevated 2d, 91; Marietta and Cincinnati 1st pref., 19¾; do. 2d pref., 12½; Mobile and Ohio, 83¾; do. 1st debent., 95; do. 2d debent., 64; do. 4th debent., 47¾; do. 1st mort., 111; Missouri, Kansas and Texas, 47; do. consol. ass., 109¾; do. 2d, 85; do. 6s, 109¾; Memphis and Charleston, 66¾; Milwaukee, Lake Shore and Western, 50¾; Michigan Central 8s, 106¾; Northern Pacific bond certifi., 102; Nashville, Chattanooga and St. Louis, 86¾; do. 1st, 118¾; New York, Ontario and Western, 85¾; New Jersey Southern 6s, guar., 101¾; Ohio Central, 30¾; do. Inc., 62; do. 1st, 104; Oregon Railway and Nav., 152¾; do. 1st, 112; Ohio and Mississippi 1st, Springfield div., 118; Peoria, Decatur and Evansville, 43; do. Inc., 81¾; do. 1st, 107¾; Rome, Watertown and Ogdensburg 1st consol., 85; Rochester and Pittsburg, 30¾; do. Inc., 51¾; do. 1st, 103; Southern Pacific of California 1st, 102¾; South Pacific 1st, 106; St. Paul and Sioux City 1st, 109¾; St. Louis and San Francisco 2d, class A, 106; do. B, 93¾; St. Paul and Duluth, 42; do. pref., 83¾; St.

Paul, Minn. and Man., 91¾; do. 1st, 111; St. Louis and Iron Mt., 1st pref. inc., 96; do. 2d pref. inc., 89¾; do. Cairo, Ark. and Texas 1st, 112; St. Louis, Kansas City and Northern, Omaha div. 1st, 116; do. St. Charles Bridge 1st, 100¾; do. R. E. 7s, 1895, 112, Toledo, Delphos and Burlington, 26; do. inc., 49¾; Toledo, Peoria and Western, 1st, 116; Texas and Pacific, 62; do. income L. G., 88; do. 1st, Rio Grande div., 92¾; Toledo and Wabash Equip, 59; Union Pacific Col. Trust 6s, 108¾; Utah Southern Gen'l mort. 7s, 110; Wabash, St. Louis and Pacific 6s, Gen'l mort., 100¾; do. Havana div., 101; Georgia 7s, gold, 117¾; Missouri 6s, 1896, 111; do. 1887, 111¾; do. 1888, 115; do. 1889 and 1890, 115¾; North Carolina consol. 4s, 87; do. 6s, S. T., 2d class, 8¾; South Carolina 6s, non-fund., 10; Tennessee 6s, old, 74¾; do. new. 74; Virginia 6s, def., 19¾; Am. Dist. Tel., 61; Sutro Tunnel, 2¾; Canton, 60; Cameron Coal, 28; Colorado Coal and Iron, 56¾; Maryland Coal, 28; New Central Coal, 29½; Pennsylvania Coal, ex-div., 240; Central Mining, 4¾; Caribou, 2¾; Deadwood, 10; Excelsior, 5¾; Homestake, 25¾; La Plata, 3¾; Little Pittsburg, 3¾; Mariposa, 7; do. pref., 7¾; Ontario, 37¾; Standard, 24¾; Starmont, 4; Silver Cliff, 5¾.

Boston.—Atlantic and Pacific Block, 120; Atchison, Topeka and Santa Fe 5s, 1909, 95; do. 8s, land, 120; Atchison, Colorado and Pacific 6s, 101; Atchison, Jewell County and Western 6s, 100¾; Boston Water Power, 11¾; Boston Land, 105; Burlington and Missouri River in Nebraska 6s, non-exempt, 105½; Boston, Revere Beach and Lynn, 126; do. 6s, 1897, 116¾; Boston, Clinton, Fitchburg and New Bedford pref., 127; Boston and Maine 7s, 1893, 126¾; Cincinnati, Sandusky and Cleveland 7s, 106; Chicago and West Michigan, 83; Central of Iowa, 40; do. 2d pref., 57; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 106; Cedar Rapids and Missouri River, 149¾; do. 7s, 1916, 124; Connotton Valley 7s, 1909, 95¾; do. 1910, 96¾; Chicago, Burlington and Quincy 5s, 1919, 105; Cheshire 6s, 1898, 110; Chicago and Southwestern 7s, 1899, 121; Detroit, Lansing and Northern pref., 107; Dixon, Peoria and Hannibal 8s, 116¾; Flint and Pere Marquette, 32¾; do. pref., 95; Florence, El Dorado and Walnut Valley 7s, 1907, 110; Framingham and Lowell 5s, 1890, 93¾; Iowa Falls and Sioux City, 62¾; do. 1st, 111¾; Indianapolis, Cincinnati and Lafayette 7s, 1890, 103; Jackson, Lansing and Saginaw 8s, 1891, green, 116¾; do. 8s, 1885, white, 111¾; Kansas City, Fort Scott and Gulf, 90; do. pref., 127¾; do. 7s, 1910, 111¾; Louisiana and Missouri River, 27; do. pref., 50; Little Rock and Ft. Smith, 83; do. 7s, 115¾; Michigan Air Line 8s, 1890, 119; Maine Central, 37¾; Marquette, Houghton and Ontonagon, 66; do. pref., 103; do. 6s, 100; Massachusetts Central, 22½; do. 1st, 97¾; Mexican Central Blocks, new series, 101; Marion and McPherson 7s, 116¾; Middlesex Horse, 6s, 1897, 107; New Mexico and Southern Pacific 7s, 116¾; New York and New England 6s, 109¾; Ogdensburg and Lake Champlain consol. 6s, 68; do. Income, 67; Philadelphia, Wilmington and Baltimore 5s, 1910, 106¾; Republican Valley 6s, E. D., 105; do. W. D., 105; Rutland, 8; do. pref., 81¾; do. 5s, 80; do. 6s,

100 $\frac{1}{2}$; Sonora Block No. 8, 200; Southern Kansas and Western 7s, 1910, 112; Summit Branch, 25 $\frac{1}{2}$; Toledo, Delphos and Burlington, 13 $\frac{1}{2}$; Vermont Central consol. 7s, 1886, 14; Vermont Central and Vermont and Canada Equip. 8s, 1889, 51 $\frac{3}{8}$; Wisconsin Central, 27; do. pref., 50; do. 2d series, 77; Wisconsin Valley 7s, 115; Wolfboro' R. R., 80; Massachusetts State 6s, 1894, Bonoty, 116 $\frac{3}{8}$; Atlantic Mining Co., 15; Allouez, 3; Brunswick Antimony, 15; Crescent, 1 $\frac{3}{4}$; Copper Falls, 9 $\frac{1}{4}$; Catalpa, 2 $\frac{3}{8}$; Duncan, 2 $\frac{3}{8}$; Empire, 1 $\frac{1}{8}$; Franklin, 14; Harshaw, 11 $\frac{1}{2}$; Huron, 8 $\frac{3}{4}$; Osceola, 35; Pewabic, 18; Ridge, 3 $\frac{1}{2}$; Silver Islet, 44; Sullivan, 2 $\frac{3}{4}$.

Philadelphia.—Am. S. S. Co., 31; do. 6s, 107 $\frac{3}{4}$; Allegheny Valley Income scrip, 50; Belvidere Delaware 3d, 107; Catawissa new pref., 51; Central Transp., 41; Elmira and Williamsport 5s, 100; Fairmont Pass. 7s, 109 $\frac{1}{2}$; Nesquehoning Valley, 57 $\frac{1}{2}$; North Pennsylvania 6s, reg., 1905, 105 $\frac{1}{2}$; Norfolk and Western pref., 60; Philadelphia and Reading C. and I. mort. 7s, 74; Pennsylvania Canal 6s, 98 $\frac{1}{2}$; Philadelphia, Germantown and Norristown, 110; Philadelphia and Reading scrip, 61; do. pref., 29; St. Paul and Duluth, 40; do. pref., 82; Texas and Pacific, consol. mort. 6s, 104 $\frac{1}{2}$; do. Income L. G., 86 $\frac{3}{4}$; do. 1st mort., 107 $\frac{1}{2}$; Unionville and Titusville 7s, 108 $\frac{1}{2}$; Warren and Franklin 7s, 115 $\frac{1}{4}$. The latest quotations are: City 6s, 115@116; do. free of tax, 126@131; do. 4s, new, 106@113; Pennsylvania State 6s, 3d series, 104 $\frac{3}{4}$ @105; do. 5s, new loan, 118@118 $\frac{1}{4}$; do. 4s, new, 111@—; Philadelphia and Reading R. R., 26 $\frac{3}{4}$ @27; do. consol. mort. 7s, comp. 124 $\frac{1}{4}$ @124 $\frac{3}{4}$; do. reg., 124 $\frac{1}{4}$ @125 $\frac{1}{2}$; do. mort. 6s, 119@120; do. 7s, 1893, 119 $\frac{1}{2}$ @121; United New Jersey R. R. and Canal, 184 $\frac{3}{4}$ @185; Buffalo, Pittsburg and Western, 21 $\frac{3}{8}$ @21 $\frac{1}{2}$; Pittsburg, Titusville and Buffalo 7s, 96 $\frac{1}{4}$ @96 $\frac{3}{4}$; Camden and Amboy mort. 6s, 1889, 115 $\frac{1}{2}$ @117; Pennsylvania R. R., 65 $\frac{3}{4}$ @66; do. gen'l mort., coupon, 125 $\frac{3}{4}$ @126 $\frac{3}{4}$; do. reg., 124 $\frac{3}{4}$ @125 $\frac{1}{4}$; do. consol. mort. 6s, reg., 120@—; Little Schuylkill R. R., 53@53 $\frac{1}{4}$; Morris Canal pref., 164@—; Schuylkill Nav., 5 $\frac{3}{4}$ @6; do. pref., 12 $\frac{1}{4}$ @13; do. 6s, 1882, 83@88; do. 1872, 105@109; Elmira and Williamsport pref., 54@—; do. 6s, 115@115 $\frac{1}{2}$; do. 5s, 99@100; Lehigh Coal and Navigation, 45 $\frac{3}{8}$ @45 $\frac{1}{2}$; do. 6s, 1884, 106 $\frac{3}{8}$ @106 $\frac{1}{2}$; do. R. R. loan, 115 $\frac{3}{8}$ @116; do. Gold Loan, 117 $\frac{7}{8}$ @118 $\frac{1}{8}$; do. consol. 7s, 119 $\frac{1}{2}$ @—; Northern Pacific, 42 $\frac{1}{2}$ @43; do. pref. 72 $\frac{1}{4}$ @72 $\frac{1}{2}$; North Pennsylvania, 58 $\frac{3}{8}$ @59; do. 6s, 108@108 $\frac{1}{4}$; do. 7s, 117@—; do. Gen'l mort. 7s, reg., 120@—; Philadelphia and Erie, 26 $\frac{3}{4}$ @—; do. 6s, 102 $\frac{3}{8}$ @102 $\frac{1}{2}$; do. 7s, 118@—; Minehill, 59 $\frac{1}{4}$ @59 $\frac{3}{8}$; Catawissa, 22 $\frac{3}{8}$ @22 $\frac{1}{2}$; do. pref., 52 $\frac{1}{2}$ @53; do. new pref., 51@51 $\frac{1}{4}$; do. 7s, 1900, 120@—; Lehigh Valley 61 $\frac{3}{8}$ @61 $\frac{1}{2}$; do. 6s, coupon, 125@127; do. reg., 125@127; do. 2d mort. 7s, 186 $\frac{3}{4}$ @—; do. consol. mort., 120@121 $\frac{3}{8}$; Fifth and Sixth streets (horse), 186@187; Second and Third, 110@112; Thirteenth and Fifteenth, 75@—; Spruce and Pine, 49@50; Green and Coates, 75@93; Chestnut and Walnut, 96@99; Hestonville, 21@21 $\frac{1}{2}$; Germantown, 55@—; Union, 119@125; Lombard and South, 24 $\frac{1}{4}$ @24 $\frac{3}{4}$; West Philadelphia, 90 $\frac{1}{2}$ @91; People's, 25@26; Continental, 106@108.

Baltimore.—Atlanta and Charlotte, 75; do. 1st,

109; do. Income, 93; Atlantic Coal, 1.15; Baltimore City 6s, 1884, 108; do. 1886, 112 $\frac{1}{4}$; do. 6s, Park Imp., 120; do. 6s, 1890, 119 $\frac{3}{8}$; do. 6s, 1900, 123; do. 5s, 1894, 118; do. 5s, 1916, 123 $\frac{1}{4}$; do. 5s, 1900, 120 $\frac{1}{2}$; do. 4s, 1920, 109 $\frac{1}{4}$; Central Ohio 6s, 118 $\frac{1}{2}$; Maryland Defense 6s, 108; Memphis and Charleston, 66 $\frac{1}{4}$; Marietta and Cincinnati 1st Sterling, 120; Norfolk and Western pref., 59 $\frac{3}{8}$; Norfolk Water 8s, 129 $\frac{1}{4}$; Ohio and Mississippi, Springfield div., 113 $\frac{1}{2}$; Richmond and Danville, 97 $\frac{3}{4}$; Union R. R. bonds, endorsed by Canton Co., 119 $\frac{1}{2}$; Virginia Peabody, 88; Virginia Black Scrip, 15; Wilmington, Columbia and Augusta 6s, 113. The latest quotations are: Atlanta and Charlotte, —@74 $\frac{1}{2}$; Baltimore and Ohio, —@200; do. 6s, 1885, 107 $\frac{1}{4}$ @—; Central Ohio, 46 $\frac{1}{2}$ @48 $\frac{1}{2}$; do. 6s, 118 $\frac{1}{2}$ @114 $\frac{1}{2}$; Charlotte, Columbia and Augusta 2d, 99@99 $\frac{3}{4}$; Marietta and Cincinnati 1st, 123 $\frac{1}{2}$ @124 $\frac{1}{2}$; do. 2d, 94 $\frac{1}{2}$ @95 $\frac{1}{2}$; do. 3d, 55 $\frac{1}{2}$ @55 $\frac{3}{4}$; Northern Central, 62 $\frac{1}{2}$ @—; do. 6s, 1885, 110 $\frac{1}{2}$ @—; do. 5s, 1926, 99 $\frac{3}{4}$ @100; Ohio and Mississippi Springfield div., 113@114; Orange, Alex. and Manassas 7s, 103 $\frac{1}{2}$ @103 $\frac{1}{4}$; Pittsburg and Connelleville 7s, 124@125 $\frac{1}{2}$; Richmond and Danville, 97 $\frac{3}{4}$ @98; do. bonds 1890, 106 $\frac{1}{4}$ @109; Western Maryland 1st, unindorsed, 114 $\frac{1}{2}$ @115; do. 2d pref., 110@110 $\frac{1}{2}$; Wilmington and Weldon 7s, 118@120; Wilmington, Columbia and Augusta 6s, 111@113 $\frac{1}{4}$; Baltimore City 6s, 1884, 107 $\frac{1}{2}$ @—; do. 1886, 112@112 $\frac{1}{2}$; do. 6s, 1890, 119 $\frac{3}{8}$ @—; do. 6s, 1900, 123@—; do. 5s, 1885, 105@—; do. 5s, 1894, 117@118; do. 5s, 1900, 120 $\frac{1}{4}$ @120 $\frac{3}{4}$; do. 5s, 1916, 123@124; do. 4s, 1920, 109 $\frac{1}{4}$ @109 $\frac{1}{2}$; Virginia Consols, 81 $\frac{1}{2}$ @82; do. consol. coupons, 96 $\frac{1}{2}$ @96 $\frac{3}{4}$; do. 2d, 88; Virginia 10-40s, 50 $\frac{7}{8}$ @51 $\frac{1}{4}$; do. 10-40 coupons, —@96 $\frac{3}{4}$.

A special cablegram to the Toronto Globe, dated London, April 28, says: "A Grand Trunk meeting was held to-day. Sir Henry Tyler, Chairman, considered that the carefully prepared statistics of the Company showed conclusively its satisfactory position. The report was unanimously adopted. The Board of Directors, supported by the proprietors, came to the conclusion that so long as the Great Western is bound by the agreement which it proposes to make with the Wabash and St. Louis and Pacific, it is better for the Grand Trunk in its own interest to decline to consider any arrangement for fusion with the Great Western."

A special dispatch from London, Eng., to the Toronto Globe, dated April 26, says: "A meeting of the Great Western Railway Company was held to-day. Col. Grey, the Chairman, speaking of the fusion, said the estimated saving of £200,000 yearly was greatly exaggerated, and that fusion, except that of the capital of the two companies, would be illegal. The saving by the absence of competition would be very slight, as there was very little competition. It was inadvisable that any terms of fusion should be entered into between the two companies at the present time. The meeting was unanimous against fusion."

The Fourth Street Extension of the Wilmington (Del.) City Passenger Railway has been completed from Market Street to the Philadelphia, Wilmington and Baltimore Railroad.

PENNSYLVANIA RAILROAD COMPANY, TREASURER'S DEPARTMENT.

PHILADELPHIA, May 2, 1881.

The Board of Directors have this day declared a Semi-Annual Dividend of FOUR PER CENT. on the Capital Stock of the Company, clear of all taxes, payable in cash on and after May 28 to stockholders as registered on the books at 3 P. M., April 30, 1881.

On May 28, dividends will be paid to women only; after that date, they must await their turn with other stockholders.

The Board have also instructed the Treasurer to give public notice that the stockholders will have the privilege of subscribing at par to the stock of the Company in the proportion of TWELVE AND ONE-HALF PER CENT. of the number of shares registered in their names April 30, 1881, and those entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made and paid for in full prior to June 15, 1881, and no subscriptions will be received after that date. The privilege of taking new stock may be sold by any stockholder, and blank forms of allotment will be furnished upon application.

JOHN D. TAYLOR,
Treasurer.

OFFICE OF THE ONTARIO SILVER MINING Co.,
No. 18 WALL ST., NEW YORK, May 5, 1881.

DIVIDEND NO. 67.

THE REGULAR MONTHLY DIVIDEND OF Fifty Cents per share has been declared for April, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 16th inst.

Transfer-books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

Two Locomotives for Sale.

Both standard gauge and in good running order. No. 1—cylinders 15×22; 4 drivers 54 in. diam; weight 28 tons; but little worn; made at the Baldwin Works, Phila. No. 2—cylinders 13 $\frac{1}{2}$ ×22; four drivers 60 in. diam.; weight 24 tons; patent air-brake. Address Box 87 Bordentown, N. J.

CARD.

We have opened Stores at 115 LIBERTY ST., NEW YORK, and cor. of 7TH AV. & LIBERTY ST., (under 7th Av. Hotel) PITTSBURGH, for the convenience of those who wish to purchase our well known make of SCALES AND TESTING MACHINES of which we are the Sole Manufacturers.

RIEHL BROTHERS,
Philada.

John H. Davis & Co.,

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth, BANKERS,

10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH.
GEO. R. SHELDON.

Paine & Webber,

BANKERS AND BROKERS,

(Members of the Boston Stock Exchange.)

48 Congress St., Boston.

Transact a general Banking business.
Buy and sell Stocks and Bonds on commission in all markets. Correspondence solicited.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.....100	13,500,000	J. & J.	Jan. '81 24	Little Schuylkill.....50	2,244,100	J. & J.	Jan. '81 24	Ware River.....100	475,000	J. & J.	July '80 31
Ashuelot.....100	210,000	quarterly	Oct. '79 14	Louisville & Nashville.....100	18,130,000	F. & A.	Feb. '81 3	Warren (N. J.).....100	1,800,000	A. & O.	Apr. '80 3
Atch. Pop. & Santa Fe.....100	10,400,300	quarterly	May '81 2	Louisv. N. Alb. & Ohi.....100	8,000,000	J. & D.	Dec. '78 3	Warwick Valley.....100	228,000	J. & J.	July '80 3
Atlanta and West Point.....100	1,232,200	J. & J.	July '80 4	Lowell and Andover.....100	500,000	J. & J.	July '80 3	Westchester & Phil. pref.....100	821,300	J. & J.	July '80 2
Atlanta and St. Law.....100	6,000,000	M. & S.	Sept. '80 3	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '78 2	West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Augusta and Savannah.....100	1,022,900	J. & D.	June '80 34	Lykens Valley.....100	600,000	F.M.A.N.	Feb. '79 24	Wilmington & Weldon.....100	455,200	J. & D.	Nov. '79 2
A. von Genesee & Mt. M.....100	225,000	A. & O.	Jan. '78 3	Manchester and Law.....100	1,000,000	M. & N.	May '81 5	Winchester & Potomac.....100	180,000	J. & J.	Jan. '81 3
Baltimore and Ohio.....100	14,216,900	M. & N.	May '81 5	Marietta & Cincinnati.....50	1,408,912	— & —	—	Winchester & Strasburg.....100	500,000	J. & J.	Jan. '81 3
Washington Br. pref.....100	4,569,578	J. & J.	Jan. '81 3	" 1st pref. 50	6,130,719	M. & S.	Sep. '80 34	Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '81 2
Berkshire.....100	600,000	quarterly	Apr. '81 14	" 2d pref. 50	4,460,388	M. & S.	Sep. '80 34				
Boston and Albany.....100	20,000,000	quarterly	Mar. '81 2	Massachusetts.....100	400,000	F. & A.	Feb. '81 2				
Bos. Olin. F. & N. Bed. 100	1,297,000	— & —	—	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '81 24				
Agricultural Br. guar.....100	1,750,100	— & —	—	Metropolitan Elevated.....100	6,500,000	quarterly	Apr. '81 24				
Bost. Cons. & Mont. pref.....100	800,000	J. & D.	June '76 3	Michigan Central.....100	18,738,204	quarterly	May '81 11				
Boston and Lowell.....500	2,250,000	M. & N.	May '81 3	Middlesex Central.....100	2,138,584	F. & A.	Feb. '81 3				
Boston and Maine.....100	6,921,274	J. & J.	Jan. '81 2	Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 3				
Boston and Providence.....100	4,000,000	M. & N.	May '81 4	M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 34				
Attleborough Branch.....100	131,700	J. & J.	Jan. '81 3	Missouri Pacific.....100	2,414,000	quarterly	Apr. '81 11				
Bost. Revere B. & Lynn.....100	350,000	J. & J.	Jan. '81 3	Mobile & Montgomery.....100	2,794,800	F. & A.	Feb. '80 24				
Buffalo, N. Y. and Erie.....100	950,000	J. & D.	Dec. '80 31	Morris and Essex*.....100	15,000,000	J. & J.	Jan. '81 34				
Burl. & Mo. Riv. in Neb. 100	6,337,800	quarterly	Apr. '80 34	Mt. Carbon & Pt. Carbon.....100	282,350	J. & J.	Jan. '81 34				
Camden and Atlantic.....50	377,400	quarterly	Apr. '80 34	Nashua and Lowell.....100	800,000	M. & N.	May '81 3				
" pref. 50	883,311	J. & J.	Jan. '81 3	Nashua and Rochester.....100	1,305,800	A. & O.	Apr. '81 3				
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 3	Nashville and Decatur.....100	1,529,000	J. & D.	Dec. '79 3				
Cape May and Millville.....50	447,000	J. & D.	Jan. '81 3	Nash., Chat. & St. Louis. 25	6,575,256	A. & O.	Apr. '80 11				
Catawissa.....50	1,150,600	M. & N.	Nov. '80 34	Naugatuck.....100	2,000,000	J. & J.	Jan. '81 3				
" 2d pref. 50	2,200,000	M. & N.	Nov. '80 34	Nequechee Valley.....50	1,000,000	M. & S.	Mar. '81 3				
Cayuga and Susq.....50	589,110	J. & J.	Jan. '80 34	New Castle & Beaver Val.* 50	1,500,000	quarterly	July '80 24				
Cedar Rapids & Mo. R.* 100	6,850,400	F.M.A.N.	May '81 1	New Haven & Northamp.....100	805,000	quarterly	Oct. '74 3				
" pref. 100	769,600	F. & A.	Feb. '81 34	New London Northern* 100	1,413,800	quarterly	Oct. '80 14				
Central of Georgia.....100	18,563,200	J. & D.	June '80 3	N. Y. Cen. & Hudson R. 100	89,428,380	quarterly	Apr. '81 2				
Central of New Jersey.....100	2,425,000	J. & J.	Jan. '81 3	New York and Harlem.....100	3,500,000	J. & J.	Jan. '81 4				
Central Ohio.....50	400,000	J. & J.	Jan. '81 3	" pref. 100	1,500,000	J. & J.	Jan. '81 3				
Central Pacific.....100	54,275,500	F. & A.	Feb. '81 3	" City Line.....100	2,000,000	annually	Oct. '79 24				
Chemung.....100	380,000	quarterly	July '80 14	New York & Long Br.* 100	2,000,000	quarterly	Apr. '81 24				
Cheshire, preferred.....100	2,155,300	J. & J.	July '80 14	New York Elevated.....100	6,500,000	quarterly	Apr. '81 24				
Chicago and Alton.....100	10,055,400	M. & S.	Mar. '81 4	N. Y., Lake Erie & West. 100	7,107,700	— & —	—				
" pref. 100	2,425,400	M. & S.	Mar. '81 4	" pref. 100	5,146,700	J. & J.	Jan. '81 5				
Chicago, Burl. & Quincy.....100	81,004,456	M. & S.	Mar. '81 4	N. Y., N. H. & Hartf. 100	15,800,000	quarterly	May '81 2				
Chi. Olin. Dub. & Minn.....100	6,156,000	A. & O.	Apr. '79 24	N. Y. Provid. & Boston. 100	3,000,000	quarterly	May '81 2				
Chicago, Iowa & Nebraska* 100	3,916,200	J. & J.	Jan. '81 4	Nig. Bridge & Omand. 100	1,500,000	J. & J.	July '80 3				
Chi. Mil. and St. Paul.....100	15,404,261	A. & O.	Apr. '81 3	North Carolina.....100	4,000,000	M. & N.	Mar. '80 5				
" pref. 100	12,276,453	A. & O.	Apr. '81 3	N. Eastern (S. C.) pref. 100	95,000	M. & N.	Nov. '77 4				
Chicago & N. Western.....100	14,983,257	J. & D.	Dec. '80 3	North Pennsylvania.....50	4,527,150	quarterly	Feb. '81 14				
" pref. 100	21,525,353	quarterly	Mar. '81 11	Northern Central.....50	5,845,000	A. & O.	Jan. '81 24				
Chicago, R. I. & Pacific.....100	60,000,000	F. & A.	Feb. '81 24	Northern N. Hampsh.....100	8,068,450	J. & D.	Dec. '80 3				
Chicago & West Mich.....100	6,151,000	F. & A.	Feb. '81 24	Northern New Jersey.....100	1,000,000	J. & J.	July '77 2				
Chi. Ham. & Dayton.....100	3,900,000	A. & O.	Oct. '80 2	Northwestern & Worcester* 100	2,004,400	J. & J.	Jan. '81 5				
Chi. Sand. & Cleve. pref. 50	4,329,037	M. & N.	May '81 3	Ordnish & W. Champl.* 100	3,077,000	J. & J.	July '76 2				
Clev., Col. & Ind. 100	2,067,669	F. & A.	Feb. '81 5	" pref. 100	2,000,000	A. & O.	Apr. '78 4				
Cleveland & Mahoning.....50	1,735,200	M. & N.	Nov. '79 4	Ohio and Mississippi.....100	20,000,000	quarterly	Mar. '75 34				
Cleveland & Pittsburg.....50	11,226,150	M. & N.	Mar. '81 11	Old Colony.....100	4,080,000	J. & D.	Mar. '75 34				
Columbus and Xenia.....50	1,735,200	M. & N.	Nov. '79 4	Oregon Railway & Nav. 100	4,455,000	quarterly	May '81 2				
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '81 4	Oswego and Syracuse.....100	1,824,400	F. & A.	Aug. '81 4				
Concord.....50	1,500,000	M. & N.	May '81 6	Panama.....100	7,000,000	quarterly	May '81 5				
Concord and Ports.....100	850,000	J. & D.	Dec. '80 34	Paterson and Hudson.....100	632,000	J. & J.	Jan. '81 3				
Conn. & Passump Riv. 130	2,176,700	F. & A.	Feb. '81 2	Paterson and Newark.....100	250,000	J. & J.	Jan. '81 3				
Connecticut River.....100	2,100,000	J. & J.	Jan. '81 4	Paterson and Ramapo.....100	245,000	J. & J.	Apr. '81 3				
Cumberland Valley.....50	1,292,950	J.A.J.O.	Jan. '81 24	Pemb. & Hightstown* 50	342,150	M. & N.	May '81 4				
" 1st pref. 50	241,900	A. & O.	Oct. '80 4	Pennsylvania.....100	68,780,300	J. & J.	May '81 4				
" 2d pref. 50	243,000	A. & O.	Oct. '80 4	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '81 4				
Danbury and Newkirk.....50	600,000	quarterly	Mar. '81 11	Philadelphia and Erie.....50	6,004,300	J. & J.	Jan. '75 4				
Dayton & Michigan.....50	600,000	A. & O.	Oct. '80 14	" pref. 50	2,400,000	M. & J.S.D.	Mar. '81 3				
" pref. 50	1,211,250	quarterly	Jan. '81 2	Phil. Ger. & Norristown* 50	1,626,250	quarterly	Jan. '78 24				
Delaware.....100	2,155,300	J. & J.	Jan. '81 3	Philadelphia & Reading.....100	32,726,375	quarterly	July '78 24				
Del. & Bound Brook.....100	1,554,400	quarterly	Feb. '81 14	" pref. 50	1,651,100	quarterly	July '78 24				
Del. Lackaw. & Westin. 100	25,200,000	quarterly	Apr. '81 14	Phila. and Trenton.....100	1,259,100	quarterly	Apr. '81 24				
Detroit, Lana. & Nor.....100	1,874,000	F. & A.	Aug. '80 24	Phila. Wil. & Balt.....50	11,572,700	J. & J.	Jan. '81 4				
" pref. 100	2,503,350	F. & A.	Feb. '81 24	Pittab. Ft. W. & Chi.* 100	19,714,285	quarterly	Apr. '81 14				
Dubuque & Sioux City.....100	6,000,000	A. & O.	Apr. '81 24	" Special Imp. 100	5,504,300	quarterly	Apr. '81 14				
East Pennsylvania.....50	1,300,000	J. & J.	Jan. '81 3	Pittsfield & N. Adams.....100	460,000	J. & J.	Jan. '80 24				
East Mahanoy.....50	392,950	J. & J.	Jan. '81 3	Portl. Saco & Portem.....100	1,500,000	J. & J.	July '80 3				
East Tenn. Va. & Ga.....100	8,000,000	A. & O.	Apr. '81 3	Profile and Franconia.....100	—	Annual	Nov. '80 8				
Eastern (Mass.).....100	4,997,900	J. & J.	Jan. '81 3	Providence and Worcester.....100	2,000,000	J. & J.	Jan. '81 3				
Eastern (N. H.).....100	492,500	J. & D.	—	Republic Valley.....100	853,000	J. & J.	Feb. '80 2				
Eel River.....100	8,000,000	— & —	—	Rensselaer & Saratoga* 100	6,000,000	J. & J.	Jan. '81 4				
Elmira, Jef. & Canand* 50	500,000	M. & N.	Sept. '80 3	Rhode Island & Mass.....100	175,575	J. & J.	Jan. '81 3				
Elmira & Williamsport* 50	500,000	J. & J.	—	Richmond & Petersb.....100	1,003,900	J. & J.	Jan. '81 3				
" pref. 50	500,000	J. & J.	—	Roch. & Genesee Val.* 110	556,200	J. & J.	Jan. '79 3				
Erie and Pittsburg.....50	1,000,250	quarterly	Jan. '81 2	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	Jan. '79 3				
Fitchburg.....100	4,500,000	J. and J.	—	Rutland preferred.....100	4,168,700	F. & A.	Feb. '78 34				
Frankfort and Kokomo.....100	600,000	—	—	St. L. Alb. & T. Hante.....100	2,300,000	— & —	—				
Georgia.....100	4,200,000	J. and J.	—	" pref. 100	2,400,400	F. & A.	Feb. '81 3				
Hannibal & St. Jo. pref. 100	5,183,024	F. & A.	—	St. L. I. Mt. & South'n. 100	14,245,950	F. & A.	Feb. '74 3				
Harrisburg & Lancaster* 50	1,182,500	J. & J.	—	Salem and Lowell.....100	2,433,584	M. & S.	Sep. '78 500				
Housatonic, pref. 100	1,180,000	quarterly	—	Schuylkill Valley*.....50	678,050	J. & J.	Jan. '81 24				
Illinois Central.....100	39,000,000	M. & S.	—	Seaboard and Roanoke.....100	1,151,400	M. & N.	Nov. '80 4				
Iowa Falls & Sioux City* 100	4,535,000	quarterly	—	Shore Line*.....100	995,800	J. & J.	July '80 4				
Iowa Railroad Land Co. 100	7,820,000	quarterly	—	Sioux C. & Pacific pref. 100	169,000	A. & O.	Apr. '81 34				
La. & Mo. Northern. 25	600,000	quarterly	—	South Branch (N. J.).....100	438,300	J. & J.	July '79 3				
Jafferson, Mad. & Ind. 100	979,000	quarterly	—	South Western (Ga.).....100	3,892,300	J. & D.	June '79 34				
Joint and Chicago*.....100	1,400,000	quarterly	—	Stockbridge and Pitts* 130	444,700	J. & J.	July '79 24				
Kan. City, Top. & West. 100	2,250,000	quarterly	—	Summit Branch*.....50	4,125,000	F. & A.	Feb. '78 3				
Kentucky Central.....100	4,500,000	J. & D.	—	Syr., Bingham. & N.Y.* 100	2,004,000	F. & D.	Feb. '80 2				
" pref. 100	500,000	J. & D.	—	Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4				
Lake Shore & Mich. So. 100	49,463,600	quarterly	—	Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2				
" (Gen'l.).....50	538,500	F. & A.	—	Union Pacific.....100	35,745,000	quarterly	Apr. '81 11				
Lehigh Valley.....50	450,000	quarterly	—	United Cos. of N. J.* 100	20,490,400	quarterly	Apr. '81 24				
" pref. 50	106,800	quarterly	—	Utica, Chenango & S. V. 100	4,000,000	M. & N.	May '80 3				

[illegible]

COUNTERFEIT NOTE LIST.

1s.		
Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)
2s.		
Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peeckskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.
5s.		
Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton	" D, March 10, 1865.
*Ceoil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C, Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No. Hampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling	" A, July 20, 1865.
Port, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C & D, Aug. 1, '65.
10s.		
Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.
20s.		
Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York, N. Y.	Tradesmen's	" B.
50s.		
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug. 19, 1865.
Utica, N. Y.	Oneida	" " " "
100s.		
Albany, N. Y.	Merchants'	Bank No. 759 to 766 45,195 to 45,202
Barre, Vermont	Nat. B'k of Barre	911 to 936 932,805 to 932,830
Boston, Mass.	Nat. H. & Leather	11,919 to 11,972 22,900 to 22,953
New York City	Third Nat. Bank	9,414 to 9,428 644,416 to 644,430
50s.		
Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20, '65.
100s.		
Jersey City, N. J.	First National Bank	Bank No. 671 to 750 19,609 to 19,688
Lynn, Mass.	National City Bank	121 to 150 66,797 to 66,825
100s.		
Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb. 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20, 1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.
100s.		
Jersey City, N. J.	First National Bank	Bank No. 671 to 750 19,609 to 19,688
Lynn, Mass.	National City Bank	121 to 150 66,797 to 66,825
OTHER CHECK LETTERS.		
The following is a list of banks having plates bearing check letters other than A, B, C, D:		
5s National Bank of the Republic, Boston, Mass.		
Charter number 379; Check letters E, F, G, H.		
5s Manufacturers' National Bank, Amsterdam, N. Y.		
Charter number 2219; Check letters E, F, G, H.		
5s Lycoming National Bank, Williamsport, Pa.		
Charter number 2227; Check letters E, F, G, H.		
10s First National Bank, Hoboken, N. J.		
20s Charter number 1444; Check letters on 10s D, E, F, and 20s B		
20s Merchants' National Bank, New Bedford, Mass.		
Charter number 799; Check letters B, C, D, E.		
NEW ISSUE OF U. S. TREASURY NOTES		
NOT COUNTERFEITED.		
1s In centre is portrait of George Washington.		
2s Portrait of Thomas Jefferson.		
5s Portrait of Andrew Jackson.*		
10s Portrait of Daniel Webster.*		
20s Portrait of Alex. Hamilton.		
50s Portrait of Benjamin Franklin.		
100s Portrait of Abraham Lincoln.		
500s Vignette representing Victory divested of her Armor.		
1000s Portrait of DeWitt Clinton, ex-Governor of New York State.		
* Only notes of the new issue counterfeited.		

The Superintendent of the New York Canals announces that the Champlain Canal and the eastern division of the Erie Canal will be open for navigation on May 12, and the middle and western divisions of the Erie, Black River, Oswego and Cayuga, and Seneca Canals on May 17.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
New York, March 25, 1881.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of TWO PER CENT. upon its capital stock, payable on Monday the 2d day of May next, at this office.

For the purpose of this dividend, and also for the annual election for Directors, which is to be held on the 4th day of May next, the Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 31st inst., and will be reopened on the morning of Friday, the 6th day of May next.

E. D. WORCESTER, Treasurer.

LELAND HOTEL, CHICAGO, ILL., FINEST location in the city, corner Michigan avenue and Jackson street; fronting on the beautiful lake and park; two blocks from the Custom House and Post-office. Newly furnished and reconstructed. American plan. Popular prices, \$3 and \$3 50 per day. WARREN F. LELAND, Proprietor, late of Delavan House, Albany.



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COLUMBUS AND TOLEDO FIRST 7s, DUE 1910.
COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

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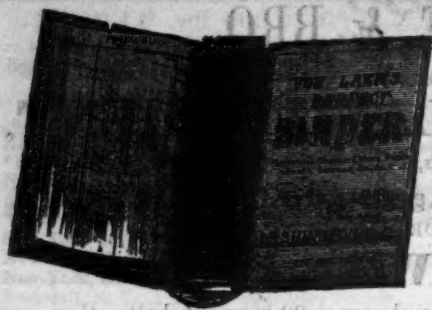
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AND A THOROUGH

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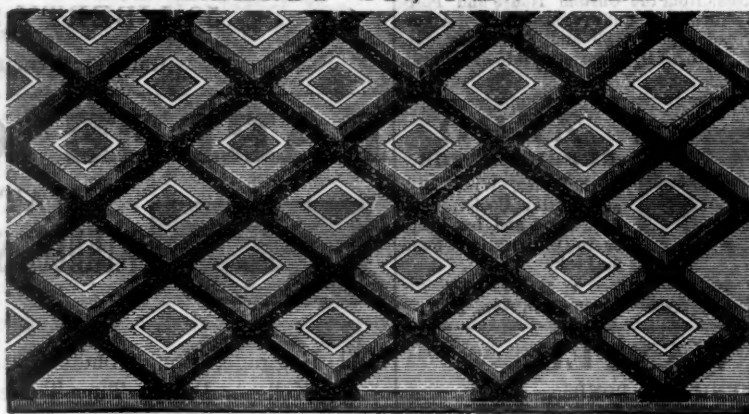
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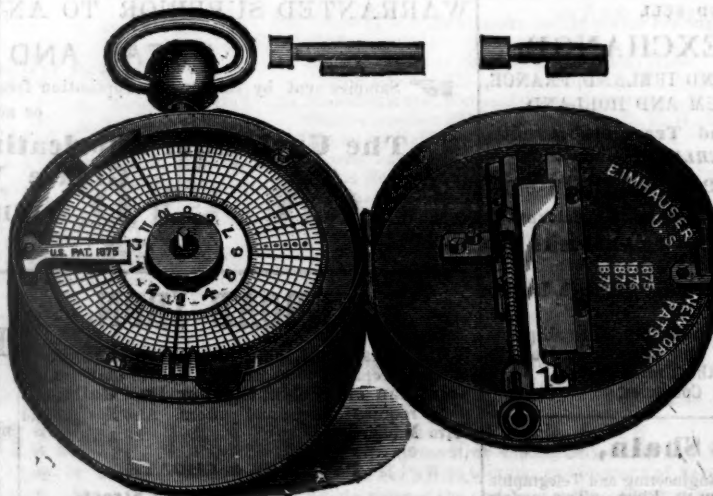
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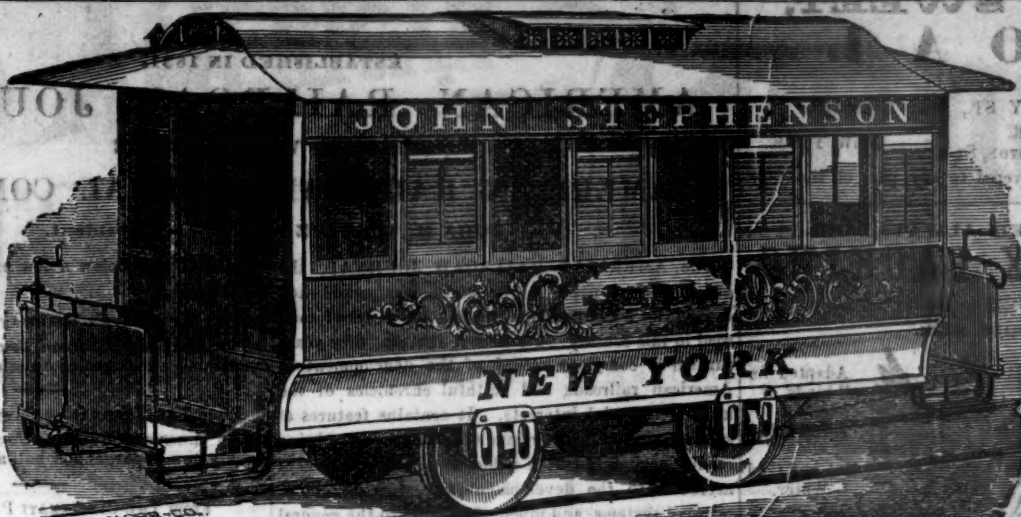
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